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Your Map to a Great Value

Savvy shoppers know it: Used cars are one of the best automotive values you'll find. They've already taken their biggest depreciation hits, so you can often find one with moderate mileage and in good condition at an attractive price.

Buying used also means that you will end up driving a car with more advanced safety features than you would find in a similarly-priced new car.

Still, shopping for and buying a used car can be risky. There's often the nagging concern, "Am I buying someone else's problems?" You face a chance of expensive trouble down the road if the model has had a track record of being unreliable or if the car hasn't been well maintained, has been in an accident, or has some hidden damage.

Used Car Buying Guide contains the information, advice, and ratings that can help you get a great value while steering clear of trouble.

We use our exclusive, in-depth reliability data to guide you to the best and worst used cars (page 24) and to create the detailed Reliability History charts included with most vehicle profiles (beginning on page 96). We also show you how to size up the true value of a car, effectively negotiate the price, inspect a vehicle for signs of trouble, and much more.

All of which can help you get the right car... at the best price... and with minimal risk.

–Jon Linkov, Cars Deputy Editor, and CR's Auto Test team

ConsumerReports®

USED CAR BUYING GUIDE

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The CR Difference

You can trust the Ratings and advice in this book to be thorough and unbiased. In short, we'll tell you what others won't. In most cases, the model reviews in this book are the result of the most comprehensive, consumer-oriented auto-testing program in the U.S. But that's only one of the ways in which Consumer Reports differs from other auto reviewers, publications, and websites:

Consumer Reports is the only major automotive-testing publication that does not accept advertising or free samples. We can give you independent, unbiased reviews that don't pull punches to please an advertiser.

- Our auto tests are conducted by a full-time staff of auto and tire engineers and their support staff, using a dedicated, state-of-the-art, 327-acre auto-test center.
- Unlike other auto reviewers who borrow prepped test vehicles from the automakers, we buy all the cars we test from dealerships just like you do. Last year, we spent about $2.5 million on test vehicles.
- Instead of the one or two weeks of driving that is common with other reviewers, each vehicle CR tests is evaluated for months and driven for thousands of miles.
- Our auto-test staff performs more than 50 individual tests and evaluations on every vehicle. Many of the tests—such as our fuel-economy runs, an accident-avoidance maneuver, noise and ride-comfort courses, child-seat ease-of-installation and fit-to-vehicle, and headlight illumination measurements—are not typically performed by other auto publications or websites.

PHOTOS: LEFT, SHUTTERSTOCK/JOVAN VITANOVSKI; RIGHT, GETTY IMAGES/RVISOFT

Choose the RIGHT VEHICLE

It's easy to get overwhelmed when shopping. Here's how to assess your needs.

6 Why Buy Used?

7 How Much Will It Cost?

8 Focus on Your Needs

12 Making the Final Cut

13 Reliability Ratings

14 Compare Fuel Economy

14 Safety Ratings

Savvy buyers know the used-car market offers splendid buying opportunities, because cars decline in dollar value much faster than they drop in driving value. A three-year-old car may sell for half what it cost new, but its performance and the overall driving experience doesn't differ much from a brand-new version. And three times as many used cars are sold each year as new cars. This is both a blessing and a curse. Sure, there are abundant choices at every price. At the same time, it is tough to sift through all the variants. This book will help you sort through the clutter.

The key to making the right choice is finding the vehicle that best fits your priorities, such as price, fuel economy, safety, comfort, and reliability. We lay out a systematic approach to assessing your needs and match them to a manageable number of candidate cars. Our recommendations are based on hands-on testing, the largest pool of reliability data available anywhere, and our car experts' accumulated knowledge. This chapter will guide you to the best models and steer you away from those that don't measure up. At the same time, we'll show you where to find the info to make a smart decision.

WHY BUY USED?

Two- and three-year-old used vehicles are often the best values when shopping for a car. Not only is their price lower than a comparable new car's, but continuing expenses such as collision insurance and taxes are lower. Plus, a two- or three-year-old vehicle has already taken its biggest depreciation hit. And buying used is also a way to get a nicer car than you'd be able to afford new.

But buying a used vehicle means being able to find the right balance of value and risk. The following section presents some issues to consider. If you are still unsure about whether to keep your car or buy a newer one, turn to our decision tree, starting on page 16.

Reliability. One thing that has made used cars more appealing is their improved reliability. In an analysis of Consumer Reports' annual subscriber surveys over the past few years, we found that five-year-old vehicles had one-third fewer problems than the five-year-old vehicles we looked at in 2007. Rust and exhaust-system problems are no longer common, and major engine and transmission problems have also decreased, making late-model used vehicles far less of a risk. When properly maintained, today's vehicles should easily surpass 100,000 miles without major work, and many could reach 200,000 miles.

Warranties and repairs. Although used cars are more reliable than ever, maintenance and repair costs are still important considerations.

The first two or three years of a car's life, while it is covered by a comprehensive warranty, generally see few problems. A used car, however, is usually out of warranty. You can expect not only more problems as the years and miles pile upon, but more costly ones.

This means owners will have to pay for repairs and parts that get worn, such as tires, brakes, and batteries. But even if you replaced all those things the moment you bought a used car, you'd still save more than buying a new car.

There is always the risk that you'll buy a lemon. Even a car with a great reliability history can have a poor example, or have been abused, neglected, or damaged by its owner. By using the tips in Chapter 3, and having the vehicle thoroughly inspected by a qualified mechanic, you can protect yourself against nasty surprises.

Depreciation. Rapid depreciation is one major disadvantage of buying a new car. Models typically lose about 46 percent of their value during the first three years, compared with 24 percent over the next three, but this can vary.

The BMW 328i, for example, holds its value relatively well (about 43 percent depreciation over the first three years), while the Lincoln MKZ has depreciated more rapidly (about 50 percent).

Several factors determine depreciation, including the model's popularity, perceived quality, supply, and whether or not it's the current generation. The average depreciation on a $27,500 car means that after three years it's worth only $14,765—a huge hit in the vehicle's residual value.

Interest rates. Historically, loans for new cars have a lower interest rate than

ones for used cars, but that isn't always the case. In October 2015, the national average for a 48-month new-car loan was about 4.25 percent, according to Bankrate.com's National Index; a 48-month used-car loan was about 5.32 percent. When rates are within just one percentage point of each other, the additional interest you would pay on a typical loan adds only about $7 to $15 to the monthly loan payment.

Insurance. You'll usually pay a bit less to insure a used vehicle than a new version of the same model.

Safety. Buying a used car means you might not get the latest safety features. Features such as electronic stability control (ESC), head-protecting curtain airbags, and collision-avoidance systems are hard to find on older vehicles. But systems such as antilock brakes, traction control, and side airbags are quite commonplace.

HOW MUCH WILL IT COST?

You may already be dreaming of a model that caught your eye, or of features that will make your driving more pleasurable. But the first step in buying a car should be to estimate what price range you can afford. To do this, you need two pieces of information:

Down payment. How much money can you pay up front in cash, with a trade-in, or both?

Monthly payment. If you plan to borrow money, what is the maximum monthly payment you can afford?

It used to be easy to find an auto loan that required a low down payment or none at all. But those deals are harder to find. Now many buyers have to put down more money, and no-money-down loans are rare. In order to minimize your overall cost for the loan, put down as much as you can afford–preferably at least 20 percent. A higher down payment reduces the amount of money you need to borrow, which lowers your monthly payments and reduces the amount of overall interest you'll pay.

A down payment doesn't have to be all cash. If you already have a car, any trade-in allowance the dealer gives you for it can be credited toward your down payment. For a variety of reasons, a dealer may offer you very little for your trade-in, and you'd be better off selling it privately or to another dealer. For instance, if your present car is old or in

The 2013 BMW 750Li, which started at $90,500, was worth just $41,000 only three years later—a depreciation of 55 percent.

BMW 750Li

bad shape, or not in demand where you live, the dealer may plan to sell it on the wholesale market. If that's the case, then expect a bottom-dollar offer, since the car will change hands at least twice before it gets to the next retail owner. Chapter 5 (see page 68) tells you how to estimate the value of your present car and how to get the best price for it, however you choose to sell it.

How much can you afford? To get a ballpark figure for the monthly payment, a common rule of thumb is that your total monthly debt payments should be no more than 36 percent of your monthly gross income. Of course, less is always better, but going by this rule, you can use the following steps to determine how much you can afford:

> Calculate 36 percent of your monthly gross income.

> Itemize and total all of your monthly payments, including your mortgage or rent, credit card bills, and other installment loans.

> Subtract the total of your monthly payments from the 36 percent figure.

For example, if your pretax annual income is $75,000, total debt payments should not exceed $27,000 a year. If your existing debt payments equal, say, $20,000 a year, you shouldn't exceed $7,000 annually, or $583 a month, for car payments.

What you may "qualify for" and can "afford" are two different things. When you make a realistic assessment of all your monthly financial obligations, and consider that insurance, gasoline, and other running costs must be met, you may find you have far less available to service a car loan than you thought.

By knowing your down payment and monthly payment, along with a typical interest rate and the number of years you're willing to make car payments (the term of the loan), you can calculate the price of the vehicle that you can afford and the loan amount for which you'll need to qualify. Call your bank, credit union, or other lending institution to determine current rates. You can also see prevailing rates in your area at bankrate.com. For more information on auto financing, see Chapter 4.

Rear seats that fold flat or, like the Honda Fit, flip up, give small hatchbacks cargo versatility that is unmatched, except by wagons or SUVs.

In addition, you need to think about other costs like sales tax, registration fees, and insurance premiums.

Taxes and registration fees can increase your out-of-pocket cost by as much as 10 percent or more. Driving a car that's worth more than your current one will cost extra in insurance. Before getting too far into the buying process, check with your insurance agent or get insurance quotes online so you understand what you're getting into.

FOCUS ON YOUR NEEDS

Begin by asking yourself some basic questions in order to find models that excel in the areas that matter to you.

How many people will you carry? Most vehicles will accommodate five people, although the center-rear position is often too uncomfortable for an adult. If you need to carry more people, you should look for a vehicle with a third-row seat. This includes all minivans, a growing number of SUVs, and a few wagons. Depending on the design, these vehicles can carry seven or eight people.

Keep in mind, the third-row seats in small and midsize SUVs are cramped and appropriate only for children.

An increasingly rare seating configuration is the three-person front-bench seat. Found in a handful of sedans and pickups, this is one way to achieve a six-passenger capacity. But their center-seat lap belt doesn't provide adequate protection in a frontal crash. A vehicle with a third-row seat is a better choice.

Many two-door coupes provide seating for four people, but the rear seat is often very tight and uncomfortable, and folding the front seat forward so you can load groceries or secure a child's safety seat in the back seat gets old fast.

How much cargo do you carry? Most car trunks accommodate a reasonable amount of luggage, but sometimes you'll want to carry things that won't fit in a trunk. For carrying more cargo or longer items, make sure the car you're considering has rear seatbacks that fold down, enlarging the trunk area. Some sedans have a front passenger seat that

Top Used Cars for Teen Drivers

BUYING A CAR for a new driver can be a balancing act between getting one you can afford and finding one that's safe and reliable. Look for a vehicle with advanced safety features such as electronic stability control (ESC) and side-curtain airbags. Also consider only those vehicles that perform well in government and insurance-industry crash tests of their time. As of the 2012 model year, ESC is standard equipment. (The profiles, starting on page 96, list specific models).

The list here includes those models that meet both of those criteria, performed well overall in our tests, and have proven reliable according to our Annual Auto Survey.

For the types of vehicles to buy, we recommend family sedans and small cars as they have a good balance of safety, visibility, and control.

It may be tempting to purchase a larger SUV or a pickup truck, based on the belief that their larger size and mass can better protect a new driver in a crash.

However, SUVs can be challenging for inexperienced drivers to control in an emergency situation and generally are more prone to dangerous rollover accidents. In addition, their greater seating capacities can be an invitation for new drivers to carry extra passengers, adding to the distraction factor. Sports cars are also a poor choice, as they beg to be driven too fast.

Newer models generally offer more safety features and provide better crash protection. Starting in 2012, the Insurance Institute for Highway Safety introduced the small-overlap frontal crash test. Not all of the 2012 or newer vehicles in this list were subjected to this test.

Try to buy the most safety that you can afford, since no one needs these safety advantages more than a teen driver. See page 15 for safety features we recommend you look for when buying your next vehicle.

PHOTO: RIGHT, GETTY IMAGES/JUPITERIMAGES

RECOMMENDED CARS

Acura TSX
Chevrolet Equinox *(4-cyl., 2012 or later)*
Chevrolet Malibu *(4-cyl., 2009 or later*
Ford Focus sedan *(2010-11)*
Ford Fusion *(4-cyl. & Hybrid, 2010-12, 2014 and later)*
Honda Accord *(4-cyl., 2008 or later)*
Honda Civic *(non-hybrid, non-Si 2012 or later)*
Honda Fit
Hyundai Elantra *(2012 or later)*
Hyundai Santa Fe *(V6, 2007-09, 2011-14 non-3rd row)*
Hyundai Sonata *(4-cyl., non-turbo 2006 or later)*
Hyundai Tucson
Kia Forte *(2010-11)*
Kia Optima *(non-turbo, 2011 or later)*
Kia Soul
Mazda3 *(2011 or later)*
Mazda6 i *(4-cyl.)*
Mazda CX-5
Mitsubishi Outlander *(2-row, 2007-13)*
Nissan Altima *(4-cyl., 2010-12)*
Nissan Rogue *(2010-13)*
Nissan Sentra *(2011-12)*
Scion xB *(2008 or later)*
Scion xD *(2012 or later)*
Subaru Forester *(non-turbo, 2009 or later)*
Subaru Impreza *(non-turbo, 2011 or later)*
Subaru Legacy *(4-cyl., 2009 or later)*
Subaru Outback *(4-cyl., 2009 or later)*
Subaru XV Crosstrek
Toyota Camry *(4-cyl., 2010 or later)*
Toyota Corolla *(2010 or later)*
Toyota Matrix *(2010 or later)*
Toyota Prius *(2010 or later)*
Toyota RAV4 *(4-cyl., 2-row)*
Volkswagen Jetta *(4-cyl., 5-cyl., 2009-10)*
Volkswagen Jetta SportWagen
Volkswagen Rabbit/Golf *(2009 or later)*
Volkswagen Tiguan *(2013 or later)*
Volvo S60 *(2012 or later)*

can fold flat as well, making it easier to carry extra-long items.

If you regularly carry large items, such as camping or sports equipment, you may find a minivan, SUV, or wagon is better suited to your needs. Their sizable cargo areas can be enlarged by folding down or removing the rear seats. Keep in mind that carrying passengers in a third-row seat significantly reduces the room for cargo.

A pickup is useful if you often carry dirty, heavy loads. A crew-cab, with two sets of full doors and two regular rows of seats, is a popular choice because it can seat up to five people.

If you prefer a smaller car with cargo-carrying ability, consider a hatchback. It often has more interior space than a car with a trunk, and the hatch makes it easier to get large items in and out.

How do you like to drive? Quick acceleration, crisp handling, and responsive steering are important in any vehicle. If you're an enthusiast who wants to feel the road and be one with every part of the driving experience, those attributes will probably be high on your priority list. Most sports cars and many coupes, of course, fit the bill, but some make you sacrifice space for carrying passengers and cargo.

Many buyers are torn at this point: they want a sporty, fun-to-drive car but need the practicality of a sedan or wagon. Fortunately, a number of models combine fun and practicality. A common trade-off for sportier cars, however, is a stiff, sometimes uncomfortable ride.

Maybe you prefer a softer ride, luxurious seats, plenty of convenience features, and isolation from the outside world. There are plenty of luxury vehicles, from family sedans to SUVs, that deliver that experience.

Perhaps you need only basic transportation—a comfortable, reliable, fuel-efficient commuter. While on paper, a number of models fill this need, it's still important to do your research. Within a given price range there are big differences in reliability, fuel economy, comfort, and overall value.

The best way to gauge the driving experience is to narrow your list by reading the reviews in the profiles that begin on page 96, and then do a thorough test drive.

Fuel economy versus performance. Many automakers offer several engine choices for each model, but which is best for you depends on your priorities. Do you want a higher-performance vehicle, or something more economical? Perhaps you're looking for a quiet, smooth-running engine that provides good response without much fuss.

Take an extended test drive to make sure you're comfortable in a sports car like a Corvette.

Smaller vehicles and many midsized models offer four-cylinder engines, which typically provide the best fuel economy but may lack the power or smoothness of a six-cylinder. Some automakers are getting better at squeezing more power out of smaller engines. Many family sedans, such as the Ford Fusion, Honda Accord, Nissan Altima, and Hyundai Sonata, have four-cylinders that are more than adequate. Turbocharged four-cylinders deliver more power than you might think, often with a modest drop in fuel economy.

Six-cylinder engines, available in midsize and larger models, usually provide the best balance of performance and fuel economy, and they are quieter and smoother than fours.

Eight-cylinder engines typically deliver lots of power, but as you might expect, also deliver the lowest gas mileage. They are available in some midsized vehicles and sporty cars, and in most luxury and larger cars, SUVs, and pickups. A V8 is a good choice if you tow heavier loads.

If fuel economy is a high priority, starting on page 37, you can compare the overall gas mileage of more than 800 vehicles Consumer Reports has tested over the past 10 years. We recommend you first decide which type of vehicle is for you, and then look for one that gets good fuel economy.

Some of the best fuel-economy figures we've attained have been with hybrids and diesels. They tend to provide better fuel economy than a similar-sized conventional vehicle. Some older hybrid models that have achieved the best overall mileage in our tests include the 2013 Toyota Avalon Hybrid (36 mpg), the 2010 Honda Insight and 2012 Toyota Camry Hybrid (38 mpg), the 2013 Ford Fusion Hybrid (39 mpg), the 2012 Honda Civic Hybrid and the 2014 Honda Accord Hybrid (40 mpg), and the 2004 and 2010 Toyota Prius (44 mpg). The 2010 Lexus RX 450h Hybrid (26 mpg) and the 2011 Toyota Highlander Hybrid (27 mpg) have the best fuel economy of any older

The Tall and Short of It

MOST VEHICLES are supposedly designed for a wide range of body types, but many don't accommodate short or tall drivers very well. To find out which ones are better or worse, we took a look at the scores of recently tested models that are relevant to late-model used cars and equivalent designs. We focused on Ratings for seat comfort, driving position, access, and all-around visibility. The shortest tester on our staff is 5 feet 1 inch, while the tallest is 6 feet 4 inches. A few cars were rated very highly by both tall and short testers. Families with different-sized drivers might consider the Honda Odyssey, or the Subaru Forester. Several serve neither tall nor short drivers very well, like the Ford Fiesta ST, Nissan Z, Porsche Boxster, and Toyota FJ Cruiser. Sports cars can be uncomfortable for both groups: Tall people might hit the roof and short people might not reach the clutch comfortably without compromising the driving position.

Ford Flex

Acura MDX

10 BEST FOR TALL DRIVERS	10 WORST FOR TALL DRIVERS
Audi A8	BMW Z4
Ford Flex	Fiat 500 Abarth
Honda Odyssey	Ford Fiesta ST
Hyundai Equus	Ford Focus ST
Lexus GS	Land Rover Range Rover Evoque
Lexus LS	Mitsubishi i-MiEV
Mercedes-Benz E-Class	Nissan Z
Subaru Forester	Porsche Boxster
Toyota Highlander	Toyota FJ Cruiser
Volvo XC70	Toyota Yaris

10 BEST FOR SHORT DRIVERS	10 WORST FOR SHORT DRIVERS
Acura MDX	Chevrolet Camaro
BMW 7 Series	Ford Fiesta ST
Ford Flex	Jeep Wrangler
Honda Accord	Mazda MX-5 Miata
Honda Odyssey	Mitsubishi Lancer Evolution
Hyundai Equus	Nissan Titan
Lexus ES	Nissan Z
Lexus LS	Porsche Boxster
Lexus RX	Porsche Panamera
Subaru Forester	Toyota FJ Cruiser

SUV we have tested. But used hybrids may cost more to buy than similar conventional vehicles, so it may take years to recoup the investment.

Diesel cars usually get more than 30 percent better fuel economy than similar gasoline-powered vehicles. Volkswagen has offered diesel models for years. The 2006 Volkswagen Jetta TDI sedan we tested got 34 mpg overall, compared with the 24 mpg we measured in the five-cylinder gasoline version. But diesel fuel is less widely available than gasoline and in most places costs more per gallon than premium gas.

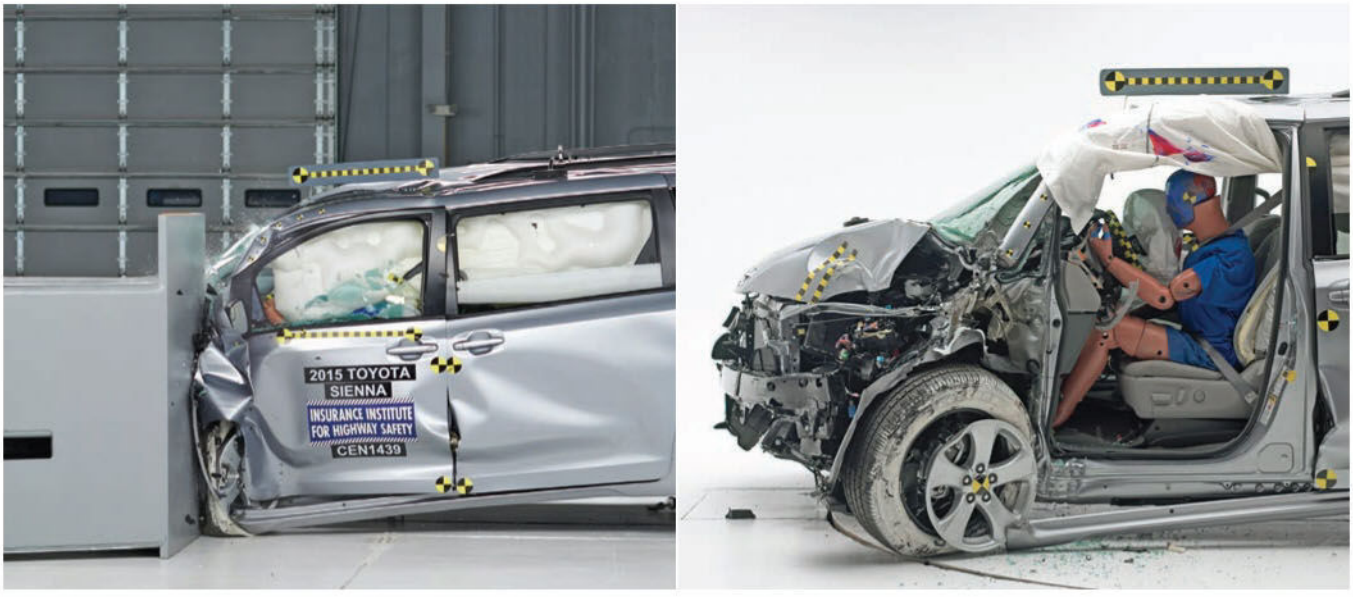
For more information, see Chapter 2, "Cars That Stretch Your Fuel Economy," beginning on page 30.

Manual or automatic: Which transmission do you want? Automatic transmissions are the overwhelming choice of American car buyers. Automatics with six or more gears are becoming commonplace, as they can wring out more miles per gallon as well as make for smoother, quieter power delivery. Many automatics now provide a manual-shift mode that works much like a manual transmission, but without a clutch. This feature can make a car more fun to drive and is handy when driving in hilly or mountainous areas because it provides more control when shifting down on long descents. A few automatics have a winter mode, where the transmission starts in second gear to improve traction on slippery surfaces.

Another type is a continuously variable transmission. A CVT does not have a set number of gears, but it can constantly vary between the highest and lowest speeds for optimal fuel economy and performance.

Manual transmissions, often available in inexpensive or sporty models, provide better performance and fuel economy. But working the clutch in stop-and-go traffic can become a chore.

A sequential-shift transmission is a computer-shifted manual transmission that works like an automatic but pro-



The IIHS small overlap front crash test concentrates forces on the front driver's side corner. Although its structure was updated for 2015, the Toyota Sienna pictured here earned just an Acceptable rating for this test.

vides the sporty shift feel of a manual.

2WD, AWD, or 4WD: How much traction do you need? Most vehicles use two-wheel drive (2WD), where power is sent to the front or rear wheels. Front-wheel drive is used in most cars, wagons, minivans, and 2WD versions of car-based SUVs, and leaves more room inside for passengers and cargo. It's better than rear-wheel drive in slippery conditions because there's more weight on the drive wheels.

Rear-wheel drive places less demand on the front wheels, allowing them to be used primarily for steering. It's commonly used on pickups and truck-based SUVs designed to handle heavy-duty chores like towing. But it is also popular on sports cars and high-performance sedans because it helps improve handling.

Traction control, available on many vehicles, helps maximize traction at the drive wheels by preventing wheelspin. It's particularly useful when accelerating on a wet, snowy, or icy surface. If no drive wheel has grip, however, traction control won't help. In wintry conditions, a 2WD vehicle with traction control will have more difficulty getting up a slippery slope than one with all-wheel drive (AWD) or four-wheel drive (4WD).

AWD feeds power to all four wheels. It provides maximum forward traction and is especially helpful in slippery conditions and when driving over moderate off-road terrain. AWD is also helpful in rapidly changing conditions or when driving on a road with intermittent snow and ice. Its lightness and compactness makes it the system of choice for many vehicles.

Although 4WD and AWD are often used interchangeably in advertising and brochures, the major difference is that 4WD incorporates low-range gearing, which helps in more challenging off-road conditions such as traversing rocks or deep water, or tackling steep off-pavement hills. The majority of 4WD-vehicle owners, however, never come close to needing this capability.

Modern 4WD systems are either full-time—engaged all the time—or automatic, where the vehicle switches between two- and four-wheel drive depending on the conditions.

Some pickups and truck-based SUVs use part-time 4WD systems. This requires the driver to select the drive mode with a switch, knob, or gear lever, limiting the vehicle's ability to provide optimum traction when conditions suddenly change. In addition, they can't be driven on dry pavement in 4WD mode without running the risk of severe drivetrain damage. Keep in mind that AWD and 4WD systems add considerable weight to a vehicle, compromising fuel economy.

MAKING THE FINAL CUT

When you know your price range and the type of vehicle that interests you, and you've used our tools and comparison charts to find the models that meet your requirements, it's time to narrow the candidates to a few promising models that are worth spending the time to test drive.

To do this, gather as much information as you can in order to compare each vehicle in important areas such as driving experience, reliability, fuel economy, safety, and features.

A key to quick and efficient auto research is knowing where to go and how to evaluate the information you get. On the Internet, you can gather your info in a few hours. But just as cars can vary greatly in quality, so can sources of information. The following pages help you assess what's available.

Model reviews. To get an in-depth perspective on a model, it's important to read reviews from sources you trust. Good ones can tell you how a vehicle handles, accelerates, and brakes, and how comfortable and user-friendly the interior is. They also highlight shortcomings and deficiencies you might overlook. Because different sources have varying points of view, we recommend reading a variety of them.

There's no shortage of new-vehicle reviews, but it's harder to find reviews

for older models. But the review for a new model will often be applicable to a late-model used version.

You can get started by reading the summary reviews in the vehicle profiles that begin on page 96. Subscribers to ConsumerReports.org can also access our full road-test reports for the models that we've tested in the past few years. Most models don't change much from year to year, so new-car reviews are often relevant to late-model versions. You can see when a model has had a major redesign by checking its profile in this publication.

Keep in mind that most model reviews that appear in publications or on websites are supported by automaker advertising, and they may not want to offend their advertisers. So while you can get insight into a vehicle's performance and driving character from those reviews, you will seldom find very much hard-hitting criticism or an in-depth exploration of safety or reliability issues.

Look to our profiles for notes on these topics. Moreover, only a few organizations conduct their own instrumented testing, which allows more accurate comparisons between and among different vehicles.

The key is to find reviews that are in-depth enough to give you a good, solid overview of the car and cover the aspects that are most important to you.

CR road-test reports. Consumer Reports maintains road-test Ratings on groups of competing vehicles in a similar price range and category (such as family sedans, small SUVs, minivans, etc.). This way, once you have decided on the type of vehicle you want, you can easily compare models within a particular class.

You can compare vehicles by arranging test drives of the same class of vehicle one after the other. As you do, take notes on areas of special interest to you, such as seat comfort and driving position, or the presence or absence of features you like, such as heated seats, leather trim, or lots of cargo space.

CR owner-satisfaction data. While user reviews provide some helpful information, each year our subscribers give us detailed feedback on their satisfaction with the vehicles they own. Our owner satisfaction Ratings are unbiased and based on hundreds of thousands of subscriber reports, as part of our Annual Auto Survey. For more information, see page 19.

Other sources of vehicle reviews. Many publications and websites regularly review new cars. But keep in mind that they nearly always borrow test vehicles from the auto manufacturers' specially maintained press fleets. Vehicle problems are addressed before the cars are delivered to auto reviewers, or they're taken out of the press fleet. Auto-enthusiast publications also focus on a vehicle's performance attributes, often at the expense of more everyday concerns such as safety, reliability, and fuel economy.

Newspaper auto reviews are harder to find, but geared toward the everyday driver. But auto sections are intended to draw advertising from automakers and local dealerships. As a result, such reviews may overlook a car's shortcomings, and some are written by reviewers with limited automotive experience.

User review sites are different in that they publish reviews that have been submitted voluntarily by owners. You can find a range of topics, including car-buying experiences, discussions of recurring problems, and service frustrations that owners are having. All that can give you valuable insight, but keep in mind that the owners usually don't have experience with a wide range of vehicles with which to compare theirs. And sometimes the reliability of the information can be questionable. For example, you have no way of determining the source of an entry—it could be from a disgruntled automaker employee, a dealer, or a dealer's competitor.

Most car-buying websites provide reviews of many new vehicles, but many just recycle what they pick up from automakers' press kits. They don't review, judge, or test products and services themselves.

600,000

The number of subscriber-owned vehicles in our Owner Satisfaction survey.

RELIABILITY RATINGS

Reliability is perhaps the single most important consideration for a buyer when choosing a used car. A vehicle's reliability can seriously affect how satisfied you'll be with a car over the years, and it can significantly influence resale value when you're ready to replace it. Reliability is also the hardest quality to evaluate on a vehicle, because the information has to come from vehicle owners' direct experience over time.

Consumer Reports provides the most comprehensive reliability information available to consumers. It's based on CR's annual surveys of our approximately seven million magazine and online subscribers, which ask owners about any serious problems they had with their own vehicles in the preceding 12 months.

The surveys generate hundreds of thousands of responses—the 2015 survey, for instance, provided information on more than 740,000 vehicles—which give us a solid foundation for our new- and used-car reliability Ratings.

We provide reliability information in several forms. For used-car buyers, we give Ratings for 17 different trouble

areas over 10 model years, so you can see a model's individual strengths and weaknesses. We also provide a Used Car Verdict for each model year that sums up the vehicle's overall reliability. The reliability verdicts are weighted in order to emphasize major problems in areas such as engine, transmission, cooling, and drive systems, all of which can be serious and more expensive to repair.

These Ratings are included in our Reliability History charts, which are part of our vehicle profiles. Starting on page 24, you'll also find a list of the Best and Worst Used Cars, in terms of reliability. It includes all models, by model year, that have had either above- or below-average reliability, so you can quickly see which models to look for and which to avoid.

Other reliability sources. Although they lack the reach of CR's data, there are other services that provide supplemental sources of information.

The most widely known of these services is J.D. Power and Associates (jdpower.com). The Power survey of most interest to new-car shoppers is the Initial Quality Study (IQS). Designed to help automakers gauge the initial quality of the vehicles they're producing, it is based on about 84,000 responses for 2015.

But IQS only covers the first three months of ownership, a period when relatively little goes wrong. It also asks owners about many subjective impressions of their vehicles, not just serious problems they've had. For used cars, J.D. Power has a vehicle dependability study (VDS), which measures problems experienced by original owners on three-year-old vehicles. The 2016 VDS is based on over 33,560 vehicles.

You can also post and read messages in online owners forums. Remember that gathering anecdotes about particular vehicles is not the same as consulting a scientifically designed survey.

COMPARE FUEL ECONOMY

The fuel-economy figures printed on a vehicle's window sticker are estimates based on a test created by the Environmental Protection Agency (EPA). For detailed information on fuel economy, including the real-world fuel economy test results for more than 800 models that CR has tested in the past 10 years, see the fuel-economy and test data charts beginning on page 37.

SAFETY RATINGS

Several elements affect a vehicle's overall safety capability.

Crash tests. Frontal- and side-impact crash tests are conducted by the Insurance Institute for Highway Safety (IIHS; iihs.org) and the National Highway Traffic Safety Administration (NHTSA; safercar.gov).

Starting with the 2011 model year, the NHTSA made its crash tests more stringent. As a result, the 2011 and newer model results are not comparable to older years.

In 2012 the IIHS added the small overlap front test, which replicates the driver side of a car hitting a tree or a pole straight on. The IIHS retroactively applied the results of cars crashed in 2012 and later to earlier versions of the same model. The vehicle profiles, starting on page 96, include major crash-test results for the past 10 years.

Accident avoidance. A vehicle's ability to help you avoid an accident is just as important as its ability to protect you in a crash. For every accident, there are numerous near misses that statistics don't reflect. Several factors contribute to a vehicle's accident-avoidance capability, with the two most important being braking and emergency handling. Using our test data, ConsumerReports.org provides an accident-avoidance Rating on all tested vehicles.

Rollover resistance. Rollover accidents are of particular concern with SUVs and pickups. To help consumers compare vehicles, the NHTSA provides a rating system called the Rollover Resistance Rating. The RRR is based on two factors: a vehicle's Static Stability Factor and a dynamic rollover test. The SSF, determined from at-rest or "static" measurements of the vehicle, essentially indicates how top-heavy it is. The dynamic rollover test simulates a driver having to make severe steering maneuvers, as can happen in an emergency.

Vehicles that tip up fail the test, but this failure only downgrades the overall star rating slightly. We will not recommend vehicle that tips up in this type of situation. The ratings are available at safercar.gov.

Roof strength. IIHS also tests for roof strength. During a rollover, stronger roofs crush less, reducing the risk that people will be injured by contact with the roof itself.

Rear-impact protection. Although rear-end accidents have a low fatality rate, they have a high injury rate, especially for whiplash neck injuries. The design of a car's head restraints and seats are critical factors in the severity of a whiplash injury.

Consumer Reports evaluates head restraints. While front head restraints typically meet or exceed evaluation requirements, rear head restraints differ greatly.

Another good source for information on rear-impact protection is the IIHS website (iihs.org). The Institute conducts evaluations of head restraints and performs dynamic rear-impact tests that measure how well the seat/head-restraint combinations in different models protect against whiplash.

Rear blind zones. Every year, children are injured or killed because drivers don't see them while they are backing up their vehicle. A contributing factor is that larger vehicles, such as SUVs and pickups, have very large blind zones. The blind zone is the area behind a vehicle that the driver can't see when looking in the rear-view mirror.

To check a vehicle's blind spot, sit in the driver's seat of the parked vehicle while someone stands in back and holds out a hand at about waist level. Have the person walk back slowly until you can see the hand through the rear window. This will give you an idea of how big that vehicle's blind spot is.

Recommended Safety Features

BUYERS OFTEN overlook important safety features because they aren't aware of them or don't understand their benefit. We recommend that you look for the following when buying a vehicle. To see which models have specific safety features, see the vehicle profiles, starting on page 96.

Antilock brake system (ABS). This system prevents the wheels from locking up under hard braking, particularly on slippery surfaces. Without it, the vehicle tends to keep plowing ahead in whatever direction it was going. You can't steer, and locked wheels can cause a vehicle to slide sideways or even spin.

Electronic stability control. ESC helps keep the vehicle on its intended path during a turn to avoid sliding or skidding out of control. It's especially helpful in slippery conditions and accident-avoidance situations, such as when trying to steer around a person or car that has pulled out in front of you. It can also help keep a top-heavy vehicle, like an SUV or a pickup, from getting into a rollover. Note that starting in 2012, all cars and light-duty trucks have standard ESC, which means they also have ABS.

Head-protecting side airbags. Look for a car with dedicated head-protection airbags that deploy from above the windows. Curtain airbags cover the side windows in both front and rear, preventing occupants from hitting their heads, while also helping to keep a person from being ejected in a side impact or rollover.

Forward collision warning (FCW) and autobrake. Also called a pre-crash warning system, these stand-alone or combined radar-, laser-, and/or camera-based systems warn drivers of an impending collision by using visual, auditory, or physical cues. Some vehicle systems also pre-charge the brakes and take other steps to prepare for impact. If the driver ignores the warnings, systems with autonomous braking, or autobrake, will apply partial or full braking force. They can be active at anywhere from walking to highway speeds.

Blind-spot monitoring (BSM) and assist. A blind-spot monitoring system uses radars or cameras to scan the areas beside and behind you, looking for vehicles entering or lurking in your blind zones. When such a vehicle is detected, an illuminated icon appears in or near the appropriate side-view mirror. If you signal a turn while a car is in your blind zone, some systems send a stronger alert, such as a blinking light or louder chirps. More advanced systems help keep you in your own lane by applying the brakes on one side of the vehicle.

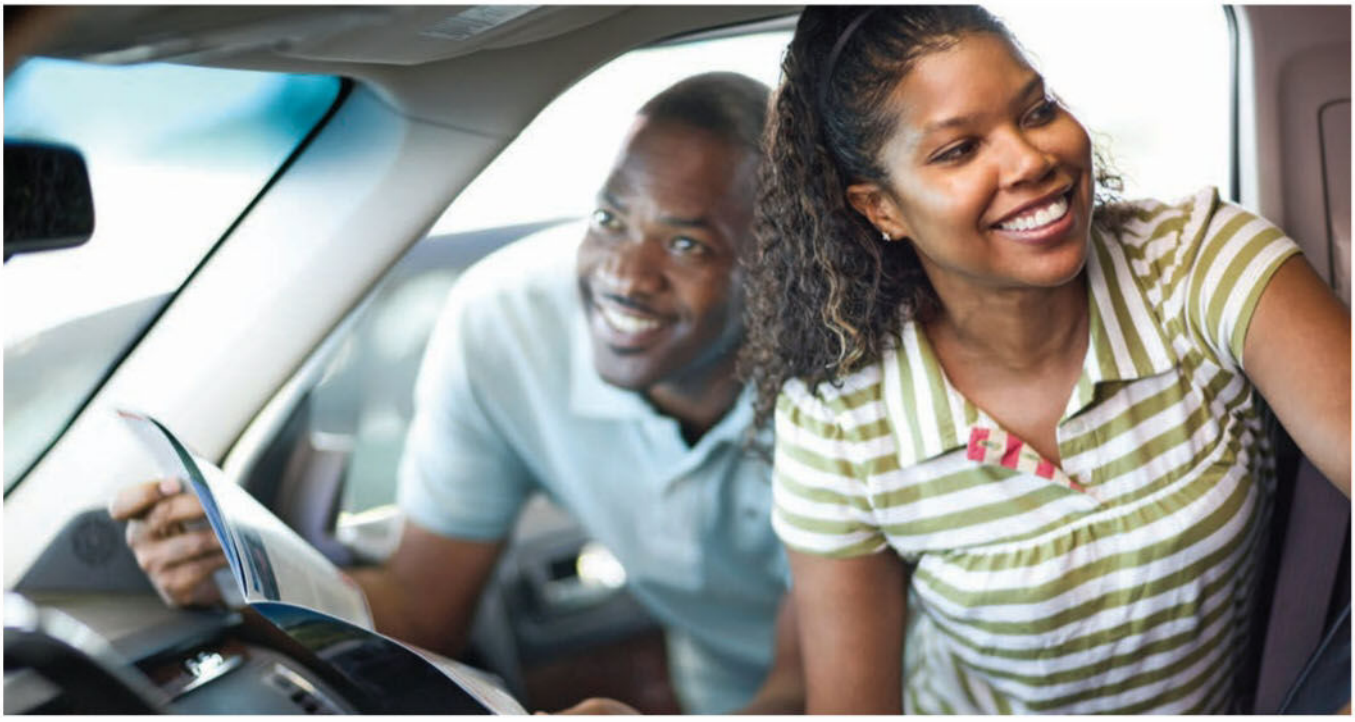
Blind-spot detection

Rear cross-traffic alert. Often part of a package that includes blind-spot monitoring, rear cross-traffic alert warns of traffic approaching from the sides as you reverse. The warning usually consists of an audible chirp and a visual cue in either the outside mirror or the rear camera's dash display. The more advanced systems can also pick out bicycles and pedestrians.

Rear cameras and parking assist. Rear-view cameras will be mandatory with the 2018 model year. They can help prevent a back-over accident, such as hitting a child who wanders behind your car. Parking assist sensor systems notify you with progressively louder and quicker beeps as you near an obstacle.

ILLUSTRATION: BROWNBIRD DESIGN

Should You Replace Your Car?



CAR ENVY. It can creep up anytime. It may snag you at a stoplight when a muscle car or luxury sedan sidles up. Or maybe when the gleaming SUV parked next to you makes the dents in your jalopy all the more obvious. Get over it.

It's all too easy to go for the quick fix and trot down to a dealership with checkbook in hand. That might cure your automotive longing–at least until the payments start. But if you calculate your actual costs, replacing your car might be a lousy financial move.

The car you're driving right now may be a keeper–dings and all. Here's why: Cars built in the past decade are more reliable than ever. Although the average age of all cars on the road is 11 years, many newer cars will provide trouble-free service for 200,000 miles or more with proper care.

If your car is only a few years old, keeping it will free you from a new cycle of monthly payments and save you a bundle in insurance, taxes, and other expenses–primarily depreciation. That dramatic initial drop in value is why buying used is a smart move.

It may be hard to get your head around the idea that a shiny newer model is a depreciating asset. But it's true. Today's brand-new cars lose 46 percent of their value, on average, in the first three years.

It seems reasonable to replace your car with a newer model and enjoy improved fuel economy. But low gasoline prices blunt that impact, and even at higher fuel prices, you need to save a lot of money at the pump to make up for those depreciation and sales-tax hits.

There's one big downside: Your current ride probably doesn't have the latest safety and convenience features, and your warranty has probably expired. And no matter how well your car is treating you, even the most reliable models grow troublesome as they age.

So should you hang on to your old wheels? It depends on a lot of factors, including the condition of your car and your finances. Think about cost, safety, and connectivity. If your mechanic is spending more time with your car than you do, and your repair bills are like monthly payments on a newer car, it's probably time to trade up. Or your car may run well, but rust or collision damage can make it structurally unsound. The only older cars worth keeping are the ones that are reliable and safe.

At a minimum, an older car should have electronic stability control and curtain airbags. Both are lifesavers.

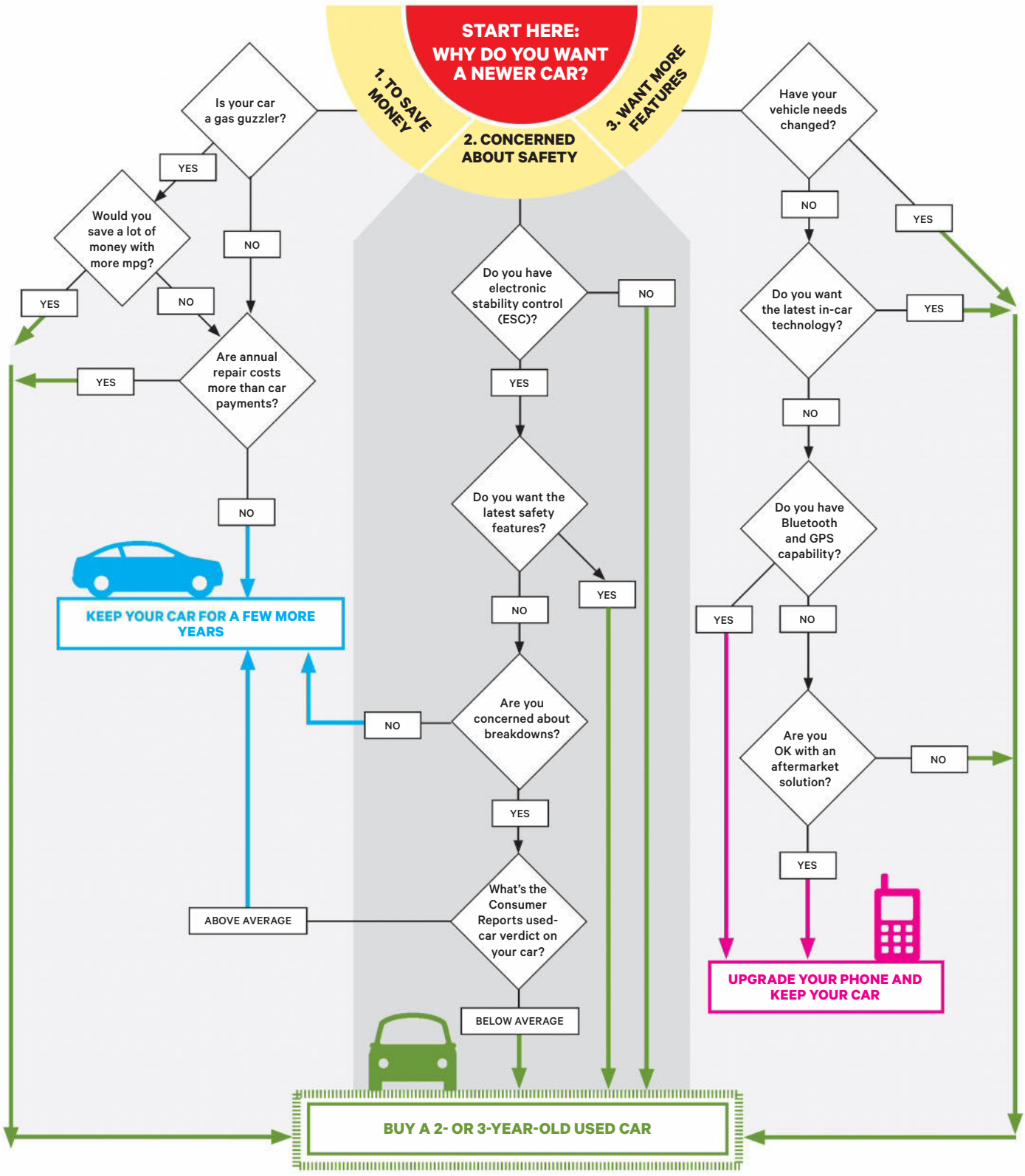
Yes, going with a brand-new car is the best way to get the latest electronic safety gear, such as forward-collision and lane-departure warning systems, as well as features like a blind-spot warning system and a rear backup camera.

And if you're looking for the latest electronic convenience and entertainment systems, you're probably going to want a new car, or at least a nearly-new one. Some features, such as Bluetooth capability for hands-free calls, can be added to an older car with aftermarket equipment but may lack the integration and ease of use of a factory system.

But what if you don't have the cash for a new car? Buy something almost new. There are some two- and three-year old used cars that will give you some of those desirable new features without spending as much. Just be sure to choose from our list of reliable used cars, starting on page 24.

PHOTOS: LEFT, GETTY IMAGES/FUSE

How To Decide



3 Musts to Consider Before Buying

1. SAFETY

Every Car Should Have

- **ABS** Antilock brakes
- **ESC** Electronic stability control
- **Curtain airbags**

Consider these the safety basics. Don't have them now? Buy a new or recent car that has all three.

How to be Even Safer

- Forward-collision warning
- Blind-spot monitoring with rear cross-traffic alert
- Lane-departure warning
- Backup camera
- A "Good" score in the IIHS small-overlap front crash test

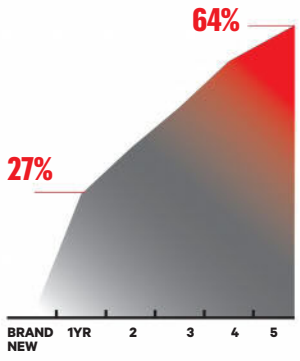
DECISION POINT You need to shop wisely to find a good late-model car with most or all of those features at a reasonable price. Keep in mind that only the latest designs do well in the difficult IIHS small-overlap crash test.

WHY THEY'RE WORTH IT Many of today's cars work to avoid crashes altogether. Advanced systems can automatically slow or completely stop a car. Visibility aids, such as rear cameras and blind-spot monitors, show what's around you, helping situational awareness. All things being equal, buy the safest car you can afford.

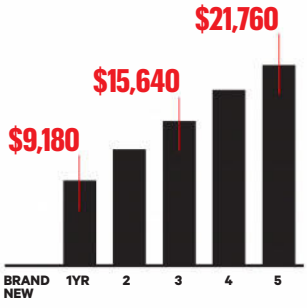
2. MONEY

How Much Value that New Car Will Lose

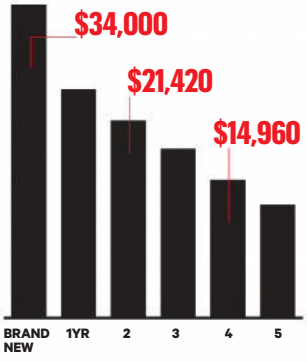
Cars depreciate significantly over the first few years of ownership, often more rapidly than your monthly payments are paying down the loan—putting you "upside down" financially. The chart below shows typical vehicle depreciation based on the average new-car price.



TOTAL DEPRECIATION



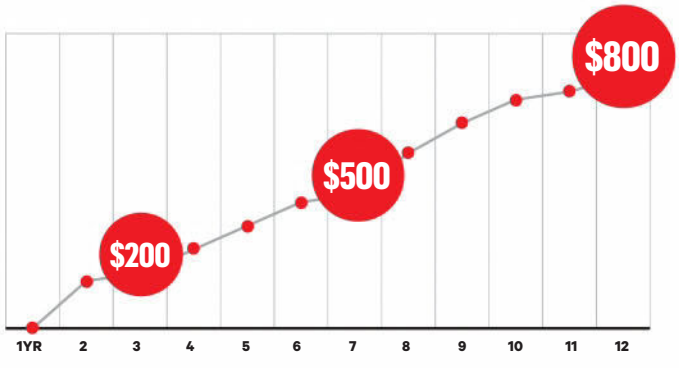
TOTAL VALUE LOST



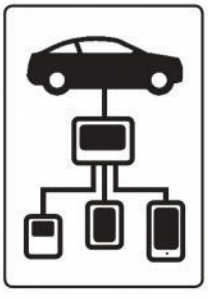
YOUR CAR'S VALUE

How Much it Costs to Repair Your Current Car

If your annual repair bills exceed a year's worth of car payments, then it's time to start shopping. But even dropping an occasional $1,000 bill to keep an older car running might save you money over buying a new car.



3. CONNECTED FEATURES



Basics in Most Late-Model Cars

- USB port for plugging in a phone
- Bluetooth phone connectivity

DECISION POINT: Almost every recent car has these as standard. You can install an aftermarket Bluetooth kit in your current car, and various audio-system upgrades can add modern features to older factory systems or replace them entirely.

Specialty items

- Voice commands for selecting audio
- Built-in navigation
- Ability to use integrated apps like Pandora or Spotify

DECISION POINT Getting those features usually requires an aftermarket addition or buying a two- or three-year-old used car. Voice commands simplify complicated functions; good systems can reduce distraction. Built-in navigation gives you larger screens than on your phone or a portable navigation device, plus it will automatically adjust stereo volume for instructions.

Would You Buy Your Car Again?

MOST PEOPLE LOVE their cars at first, but what about after that new-car smell wears off? Once you've lived with a car for three years—let alone five or 10—the features and qualities that gave you goose bumps in the showroom often turn into cold chills down the road. This is what we found out when we asked our subscribers whether they would get the same car all over again, and to consider attributes such as commuting, local driving, long-distance trips, cargo space, and driving with children.

THREE CONSTANTS

We found that no matter their age, the vehicles inspiring the strongest loyalty are reliable, performed well in our tests, are fun to drive, deliver great fuel economy, are fashionably green, or dress you in a high-tech, luxurious driving environment. Ones that performed poorly in some—or all—of these areas sit at the bottom.

The Tesla Model S all-electric luxury sports sedan, which provides all of those attributes in one car, continues to top our ratings with the highest satisfaction score. Even at three years old, it scored a 97 out of 100.

Another strong performer is the Toyota Prius. Not only is it among the most-satisfying three- and five-year-old models, but the 2006 Prius ranked second, after the Chevrolet Corvette, among 10-year-old vehicles that owners would definitely buy again.

For example, in the mid-sized car category, the Toyota Camry, Honda Accord, and Subaru Legacy satisfy their owners no matter the car's age. At the same time, the Chevrolet Malibu, Chrysler 200, and Nissan Altima disappoint.

The same trend can be seen among minivans, small and midsized SUVs, and even three- and five-year-old wagons.

There are models that defy this overall trend, but they tend to be outliers. The Jeep Wrangler and the Toyota 4Runner and FJ Cruiser didn't fare well in our tests, but owners love these specialty vehicles.

Fuel-efficient models dominate many of the categories, but the "green" promise isn't satisfying on its own. Both the three- and five-year-old Lexus CT 200h, for example, lie at the bottom of the Hybrid/Electric Car category, despite their impressive fuel economy. But the Lexus was a mediocre performer in CR's road tests.

HUNGER FOR FUN

Year-over-year, owners have shown that, along with fuel economy, performance and driving enjoyment are satisfying features. You'll see the same names among the top-performers in the three-, five-, and 10-year categories: Chevrolet Corvette, Ford Mustang, Mazda Miata, and Porsche 911.

Yet it's clear manufacturers can easily mess this up. The Mini Cooper ranks among the bottom one-third of three-year-old sporty cars, but falls to last place at five and 10 years.

Our annual owner-satisfaction survey, conducted by the Consumer Reports National Research Center, asks our magazine and Web subscribers: "Considering all factors (price, performance, reliability, comfort, enjoyment, etc.), would you get this car if you had it to do all over again?"

A model's score is based on the percentage of respondents who answered "definitely yes."

This year, we received responses on about 600,000 vehicles, spanning the 2006 through 2015 model years.

PHOTO: RIGHT, GETTY IMAGES/KAY BLASCHKE

Most & Least Satisfying

OWNER SATISFACTION: 10-YEAR OLD

Model year = 2006	Would buy
SUBCOMPACTS	
Scion xA	65%
COMPACTS	
Toyota Prius	85%
Scion xB	76%
Toyota Corolla	72%
Pontiac Vibe	69%
Toyota Matrix	61%
Honda Civic	59%
Ford Focus	58%
Volkswagen Beetle	57%
Subaru Impreza	56%
Mazda 3	56%
Hyundai Elantra	55%
Volkswagen Jetta	50%
Chevrolet HHR	50%
Nissan Sentra	44%
Chrysler PT Cruiser	34%
MIDSIZED	
Honda Accord	73%
Toyota Camry	71%
Subaru Legacy	66%
Ford Fusion	61%
Mercury Milan	61%
Mazda 6	61%
Hyundai Sonata	59%
Nissan Altima	55%
Chevrolet Malibu	54%
Volkswagen Passat	38%
Pontiac G6	32%
LARGE	
Toyota Avalon	78%
Ford Five Hundred	64%
Mercury Montego	64%
Hyundai Azera	63%

OWNER SATISFACTION: 5-YEAR OLD

Model year = 2011	Would buy
HYBRIDS/ELECTRICS	
Toyota Prius	80%
Nissan Leaf	55%
Lexus CT 200h	54%
Honda CR-Z	43%
SUBCOMPACTS	
Honda Fit	65%
Ford Fiesta	40%
Nissan Versa	37%
COMPACTS	
Volkswagen Golf	69%
Kia Soul	64%
Subaru Impreza	63%
Mazda 3	60%
Toyota Corolla	60%
Chevrolet HHR	58%
Honda Civic	54%
Ford Focus	54%
Hyundai Elantra	50%
Chevrolet Cruze	45%
Volkswagen Jetta	44%
Nissan Sentra	41%
MIDSIZED	
Subaru Legacy	71%
Toyota Camry	71%
Kia Optima	70%
Honda Accord	65%
Ford Fusion	60%
Mercury Milan	60%
Hyundai Sonata	54%
Chrysler 200	50%
Nissan Altima	49%
Chevrolet Malibu	39%

Honda Accord

Tesla Model S

OWNER SATISFACTION: 3-YEAR OLD

Model year = 2013	Would buy
HYBRIDS/ELECTRICS	
Tesla Model S	97%
Chevrolet Volt	82%
Toyota Prius	80%
Toyota Prius V	75%
Toyota Prius C	70%
Nissan Leaf	68%
Lexus CT 200h	66%
Ford C-MAX	65%
SUBCOMPACTS	
Honda Fit	70%
Fiat 500	66%
Smart ForTwo	62%
Chevrolet Sonic	54%
Hyundai Accent	52%
Chevrolet Spark	48%
Hyundai Veloster	47%
Ford Fiesta	41%
Kia Rio	40%
COMPACTS	
Volkswagen Golf	74%
Honda Civic	71%
Mazda 3	67%
Kia Soul	64%
Toyota Corolla	63%
Scion xB	62%
Toyota Matrix	61%
Subaru Impreza	61%
Volkswagen Beetle	60%
Volkswagen Jetta	59%
Hyundai Elantra	57%
Dodge Dart	56%
Chevrolet Cruze	54%
Kia Forte	50%
Ford Focus	48%
Nissan Sentra	35%
MIDSIZED	
Honda Accord	74%
Subaru Legacy	73%
Toyota Camry	72%
Ford Fusion	67%
Volkswagen Passat	65%
Hyundai Sonata	60%
Chevrolet Malibu	60%
Kia Optima	60%
Mazda 6	55%
Chrysler 200	54%
Nissan Altima	49%

OWNER SATISFACTION: 10-YEAR OLD

Model year = 2006	Would buy
LARGE con't	
Buick Lucerne	61%
Chrysler 300	59%
Buick LaCrosse	56%
Ford Taurus	49%
Chevrolet Impala	41%
LUXURY COMPACTS	
Acura TSX	73%
Lexus IS	65%
BMW 3 Series	60%
Audi A4	58%
Infiniti G	56%
Saab 9-3	56%
LUXURY MIDSIZED/LARGE	
Lincoln Town Car	85%
Lexus LS	83%
Lexus ES	79%
Acura TL	70%
Acura RL	69%
Infiniti M	69%
Lincoln Zephyr	68%
Lexus GS	68%
Cadillac DTS	64%
Mercedes-Benz E-Class	64%
BMW 5 Series	53%
SPORTY COUPES & CONV.	
Chevrolet Corvette	87%
Mazda MX-5 Miata	82%
Porsche 911	82%
Toyota Camry Solara	80%
Ford Mustang	76%
Acura RSX	74%
Nissan Z	74%
Mini Cooper	51%
WAGONS	
Volvo V70/XC70	66%
Subaru Outback	63%
Mazda 5	54%

OWNER SATISFACTION: 5-YEAR OLD

Model year = 2011	Would buy
LARGE	
Toyota Avalon	81%
Buick Lucerne	70%
Chrysler 300	68%
Nissan Maxima	63%
Buick LaCrosse	63%
Ford Taurus	61%
Chevrolet Impala	53%
LUXURY COMPACTS	
Acura TSX	66%
Lexus IS	63%
BMW 3 Series	62%
Audi A4	61%
Buick Regal	61%
Infiniti G	61%
Mercedes-Benz C-Class	51%
LUXURY MIDSIZED/LARGE	
Lexus LS	84%
Lexus ES	77%
Acura TL	75%
Cadillac DTS	72%
Mercedes-Benz E-Class	71%
Hyundai Genesis	69%
Lincoln MKZ	67%
BMW 5 Series	65%
Infiniti M	64%
Cadillac CTS	63%
SPORTY COUPES & CONV.	
Mazda MX-5 Miata	84%
Chevrolet Corvette	84%
Ford Mustang	75%
Chevrolet Camaro	75%
BMW 1 Series	64%
Audi A5	60%
Mini Cooper	57%

Kia Soul

Toyota Camry

OWNER SATISFACTION: 3-YEAR OLD

Model year = 2013	Would buy
LARGE	
Chrysler 300	77%
Hyundai Azera	73%
Dodge Charger	73%
Toyota Avalon	72%
Nissan Maxima	66%
Chevrolet Impala	66%
Buick LaCrosse	65%
Ford Taurus	58%
LUXURY COMPACTS	
Audi A4	73%
BMW 3 Series	67%
Buick Regal	66%
Buick Verano	65%
Infiniti G	65%
Mercedes-Benz C-Class	62%
Acura TSX	61%
Lexus IS	49%
Cadillac ATS	46%
Acura ILX	37%
LUXURY MIDSIZED/LARGE	
Audi A7	87%
Lexus LS	85%
Audi A6	80%
Lexus ES	80%
Mercedes-Benz S-Class	79%
Jaguar XF	76%
Hyundai Genesis	75%
Lexus GS	73%
Mercedes-Benz E-Class	73%
BMW 5 Series	70%
Lincoln MKZ	68%
Infiniti M	67%
Acura TL	62%
Cadillac CTS	62%
Lincoln MKS	61%
Cadillac XTS	58%
SPORTY COUPES & CONV.	
Porsche 911	91%
Porsche Boxster	89%
Chevrolet Corvette	87%
Dodge Challenger	84%
Mazda MX-5 Miata	81%
Mercedes-Benz SL	78%
Subaru Impreza WRX/STi	77%
Ford Mustang	76%
Chevrolet Camaro	75%
Volkswagen GTI	72%
Mini Cooper	70%
BMW 1 Series	67%

Most & Least Satisfying

OWNER SATISFACTION: 10-YEAR OLD

Model year = 2006	Would buy
MINIVANS	
Toyota Sienna	77%
Honda Odyssey	71%
Kia Sedona	56%
Dodge Caravan	43%
Chrysler Town & Country	40%
Dodge Grand Caravan	40%
Chevrolet Uplander	26%
Pontiac Montana SV6	26%
Saturn Relay	26%
SMALL SUVS	
Honda CR-V	71%
Honda Element	70%
Saturn Vue	69%
Subaru Forester	64%
Toyota RAV4	60%
Hyundai Tucson	54%
Ford Escape	50%
Mazda Tribute	50%
Mercury Mariner	50%
Jeep Liberty	41%
MIDSIZED SUVS	
Toyota 4Runner	83%
Toyota Highlander	77%
Honda Pilot	71%
Jeep Wrangler	64%
Ford Freestyle	62%
Hyundai Santa Fe	58%
Nissan Murano	57%
Jeep Grand Cherokee	57%
Ford Explorer	54%
Mercury Mountaineer	54%
Nissan Xterra	54%
Chevrolet TrailBlazer	54%
GMC Envoy	54%

Honda Odyssey

Subaru Outback

OWNER SATISFACTION: 5-YEAR OLD

Model year = 2011	Would buy
WAGONS	
Subaru Outback	76%
Volkswagen Jetta SportWagen	67%
Toyota Venza	60%
Honda Accord Crosstour	56%
MINIVANS	
Honda Odyssey	77%
Toyota Sienna	71%
Chrysler Town & Country	58%
Dodge Grand Caravan	58%
SMALL SUVS	
Subaru Forester	68%
Honda Element	67%
Toyota RAV4	65%
Honda CR-V	64%
Kia Sportage	56%
Ford Escape	55%
Mazda Tribute	55%
Mercury Mariner	55%
Volkswagen Tiguan	49%
Nissan Juke	46%
Nissan Rogue	46%
Hyundai Tucson	41%
MIDSIZED SUVS	
Toyota Highlander	76%
Mazda CX-9	69%
Jeep Wrangler	68%
Toyota 4Runner	67%
Honda Pilot	62%
Nissan Murano	62%
Jeep Grand Cherokee	61%
Hyundai Santa Fe	59%
Ford Edge	55%
Kia Sorento	54%
Ford Explorer	54%
Mazda CX-7	48%
Chevrolet Equinox	47%
GMC Terrain	47%

OWNER SATISFACTION: 3-YEAR OLD

Model year = 2013	Would buy
SPORTY COUPE/CONV. con't	
Subaru BRZ	66%
Scion FR-S	65%
Hyundai Genesis Coupe	56%
WAGONS	
Audi Allroad	77%
Subaru Outback	76%
Volvo XC70	74%
Volkswagen Jetta SportWagen	67%
Honda Crosstour	64%
Toyota Venza	64%
Mazda 5	59%
MINIVANS	
Honda Odyssey	76%
Toyota Sienna	75%
Chrysler Town & Country	65%
Nissan Quest	54%
Dodge Grand Caravan	53%
SMALL SUVS	
Subaru Forester	73%
Mazda CX-5	71%
Honda CR-V	70%
Subaru XV Crosstrek	69%
Mitsubishi Outlander Sport	65%
Toyota RAV4	63%
Volkswagen Tiguan	56%
Kia Sportage	53%
Ford Escape	51%
Nissan Juke; Nissan Rogue	47%
Hyundai Tucson	45%
MIDSIZED SUVS	
Toyota FJ Cruiser	80%
Toyota Highlander	75%
Toyota 4Runner	72%
Jeep Wrangler	70%
Nissan Murano	67%
Hyundai Santa Fe Sport	65%
Ford Explorer	65%
MIDSIZED SUVS	
Honda Pilot	64%
Ford Edge	64%
Hyundai Santa Fe	62%
Jeep Grand Cherokee	61%
Chevy. Equinox/GMC Terrain	59%
Kia Sorento	59%
Mazda CX-9	58%
Dodge Journey	45%
Nissan Pathfinder	38%

OWNER SATISFACTION: 10-YEAR OLD

Model year = 2006	Would buy
MIDSIZED SUVS con't	
Buick Rendezvous	51%
Chrysler Pacifica	43%
Chev. Equinox/Pontiac Torrent	31%
LARGE SUVS	
Toyota Sequoia	74%
Chevrolet Suburban	70%
GMC Yukon XL	70%
Ford Expedition	68%
LUXURY SUVS	
Acura MDX	75%
Lexus RX	74%
Volvo XC90	57%
BMW X3	54%
PICKUP TRUCKS	
Honda Ridgeline	76%
Toyota Tundra	72%
Toyota Tacoma	69%
Ford F-150	62%
Dodge Ram 1500	56%
Ford Ranger/Mazda B Series	54%
Chevy Silverado/GMC Sierra	53%
Nissan Frontier	49%
Nissan Titan	47%
Chevy Colorado/GMC Canyon	42%
Dodge Dakota	30%

OWNER SATISFACTION: 5-YEAR OLD

Model year = 2011	Would buy
LARGE SUVS	
Ford Flex	76%
Chevrolet Suburban	74%
GMC Yukon XL	74%
Ford Expedition	67%
Chevrolet Tahoe	62%
GMC Yukon	62%
Chevrolet Traverse	48%
GMC Acadia	48%
LUXURY COMPACT SUVS	
BMW X3	70%
Audi Q5	64%
Acura RDX	64%
Mercedes-Benz GLK-Class	63%
Volvo XC60	61%
Cadillac SRX	57%
LUXURY MIDSIZED/ LARGE SUVS	
Lexus RX	77%
Buick Enclave	68%
Mercedes-Benz M-Class	68%
Acura MDX	64%
Lincoln MKX	62%
PICKUP TRUCKS	
Chevrolet Avalanche	78%
Ram 1500	75%
Honda Ridgeline	73%
Dodge Ram 1500	72%
Ford F-150	70%
Toyota Tundra	68%
Chevrolet Silverado 1500	63%
GMC Sierra 1500	63%
Toyota Tacoma	63%
Nissan Frontier	60%
Ford Ranger	55%

OWNER SATISFACTION: 3-YEAR OLD

Model year = 2013	Would buy
LARGE SUVS	
Chevrolet Suburban	74%
GMC Yukon XL	74%
Toyota Sequoia	73%
Ford Expedition	71%
Chevy. Tahoe/GMC Yukon	71%
Ford Flex	70%
Dodge Durango	68%
Chevy. Traverse/GMC Acadia	64%
LUXURY COMPACT SUVS	
Audi Q5	75%
Mercedes-Benz GLK-Class	73%
BMW X3	69%
Acura RDX	64%
Volvo XC60	63%
Buick Encore	60%
Mini Cooper Countryman	57%
Cadillac SRX	57%
BMW X1	53%
LUXURY MIDSIZED/ LARGE SUVS	
Porsche Cayenne	89%
Lexus RX	80%
Lexus GX	79%
Buick Enclave	75%
Lexus LX	75%
Volkswagen Touareg	73%
Mercedes-Benz GL-, M-Class	72%
BMW X5	65%
Lincoln MKX	65%
Lincoln MKT	63%
Acura MDX	63%
Audi Q7	62%
Infiniti FX	60%
Infiniti JX	53%
PICKUP TRUCKS	
Ford F-150	75%
Toyota Tundra	72%
Ram 1500	70%
Chevy Silverado, GMC Sierra	65%

Buick Encore

Ford Flex

Ford F-150

Toyota Avalon

BEST USED CARS

Whether you have $10,000 or $25,000, there's a safe, reliable ride that's right for you.

Need new wheels but have a tight budget? Buying used as a way to get the biggest bang for your buck. It's simple: After one year, a new car has depreciated 27 percent of its sticker price; after three years, it's worth barely half of its sticker price.

But picking out a good used car from a sea of bad ones has never been easy. You want one that's reliable, affordable, and equipped with modern safety features. Add in the desire to avoid a car that's been damaged in an accident, and the process can feel overwhelming.

It doesn't have to be. We've created this handy guide to help you find the small cars, sedans, and SUVs that are most likely to fulfill your needs without breaking down and soaking you in repair bills.

Each model performed well in our road tests when it was new and had above-average reliability for the model years shown. In addition, each offered ESC as a standard or optional feature.

Of course, there's always a lemon in the bunch. We also included lists of used cars that proved to be particularly troublesome–and that you should avoid considering.

Even for used cars we recommend, there can be stinkers–due to a bad day at the factory or a former owner who didn't care much for car maintenance. Before you buy, make sure to pay for a thorough inspection by a certified mechanic, so there are no surprises down the road.

The Best of the Best Used Cars

LESS THAN $10,000

SMALL CARS

Ford Focus 2009-10
Pontiac Vibe 2006-09
Scion xB 2008-09
The Focus delivers a steady ride, an interior that feels upscale for the price, and sporty handling. The Vibe is a reliable and spacious compact hatchback similar to the Toyota Matrix. The xB is a cargo box on wheels, ready to haul almost anything you can throw in or at it.

SEDANS

Acura TL 2006
Acura TSX 2006
Hyundai Sonata 2007-09
Mazda6 2009
You can stick to your budget and still get a reliable premium car if you choose the slick-handling Acura TL. The smaller TSX is a sportier alternative based on the European Honda Accord. The Hyundai Sonata is an accommodating alternative in a plain package. The sporty Mazda6 has a supple ride.

SUVs and Minivans

Honda CR-V 2006
Honda Pilot 2006
Toyota Sienna 2006
Standard ESC and curtain airbags, combined with acres of space, make the reliable CR-V a can't-miss prospect. For even more room, check out the eight-seat Pilot with its smooth V6 acceleration and car-like handling. Opt for the Sienna if you need the bountiful accommodations and flexibility of a minivan.

Kia Soul

$10,000 TO $15,000

SMALL CARS

Honda Fit 2011-13
Kia Soul 2011-13
Mazda3 2011-12
The Fit is a bit noisy, but excellent fuel economy and a flexible interior make it a standout among subcompacts. The boxy yet stylish Soul has tons of features for a small car and expansive cargo space, making it a smart choice for recent grads. The Mazda3 has everything most shoppers want in a small car: reliability, fuel efficiency, a fun-to-drive attitude, an interior that feels upscale for the price, and seats that won't leave your back and tailbone screaming.

SEDANS

Infiniti G 2006-08
Lincoln MKZ 2009-10
The G35 is Exhibit A in how to blend sporty handling with interior refinement. For less of a race-car feel, the MKZ has available AWD and a supple ride. Look for a 2010 model, which has a quieter, more luxurious interior.

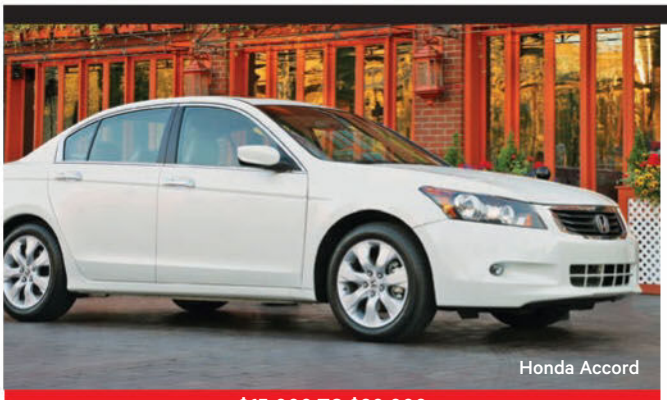
Toyota Sienna

Acura MDX

Toyota Highlander

SUVs

Acura MDX 2006
Toyota Highlander 2006-07
The MDX's quiet interior and responsive handling put an enjoyable spin on family-friendly vehicles, showing why it's the standard for three-row crossover SUVs. The rock-solid, reliable Highlander is slightly smaller, but for some, it's a handier size. It's available with a third-row seat, and the hybrid version delivers the fuel economy of a small SUV.


Honda Accord

$15,000 TO $20,000

SMALL CARS

Toyota Prius 2012-13
Hyundai Elantra 2014-15
Honda Civic 2013-14
The Prius has always proved that you don't have to give up space or ride comfort to get stellar gas mileage. And its standard electronic stability control is an added bonus. Lots of features for the money, a roomy backseat, and responsive handling make the Elantra a great deal. Go for a 2013 or newer Civic to get its much-needed upgrades in braking, suspension, and the interior.

SEDANS

Honda Accord 2011-12
Toyota Camry 2012-13
Lexus ES 2009-10
A cavernous backseat, Honda's typically responsive suspension and 25 mpg overall from the four-cylinder engine make the Accord a perennial winner. The Camry is also a no-brainer thanks to stellar reliability and ample space for five adults. The ES takes the Camry platform and adds luxury appointments, front seats worthy of a road trip, and a hushed cabin.

SUVs

Mazda CX-5 2013
Toyota RAV4 2010-11
Mazda's CX-5 has very good fuel economy, crisp handling, and a generous rear seat. The RAV4 is available with four- and six-cylinder engines, both of which are quite fuel-efficient. Nimble, secure handling is a plus.

$20,000 TO $25,000

Ford Fusion

Subaru Legacy

SEDANS

Ford Fusion 2014-15
Subaru Legacy 2014-15
Toyota Avalon 2012
With its composed ride and European-style handling, the Fusion is a reliable, roomy sedan. The spacious and refined Legacy offers a wide variety of advanced safety features. Choose the Avalon if you want a commodious, luxurious sedan without the upscale price.

Toyota Sequoia

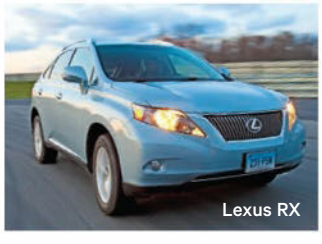
SUVs

Nissan Murano 2012-13
Subaru Forester 2012-13
Toyota Sequoia 2008
The Murano has long been one of our favorite SUVs, with secure handling and a rich interior. The Subaru Forester has standard AWD, plentiful rear-seat accommodations, great visibility, and a comfortable ride. If you need a reliable SUV with seating for eight and strong towing capability, the Sequoia is a good choice.

LUXURY

Mercedes-Benz E-Class 2009
Acura RDX 2011
Lexus RX 2010
The fun-to-drive and smooth-riding E-Class wraps its occupants in a first-class cabin. The RDX blends sporty handling and upscale accoutrements in a reliable, small SUV package. The RX is the go-to upscale SUV for used-car buyers, with its bulletproof reliability, plush seats, and luxury ride. The hybrid version gets an impressive 26 mpg overall.

Acura RDX


Lexus RX

The Worst of the Worst

These models, listed alphabetically, are the worst of the worst. They have multiple years of much-worse-than-average overall reliability, based on 2006-15 models, according to our Annual Auto Survey. Assessment for each is based on at least three model years of data.

BMW 5 Series
Chevrolet Cruze
Chevrolet Traverse
Chrysler PT Cruiser
Dodge Challenger
Dodge Journey
Fiat 500
Ford Fiesta
Ford Focus
GMC Acadia
Jeep Grand Cherokee
Mercedes-Benz GL-Class
Mini Cooper
Mini Countryman
Nissan Pathfinder
Pontiac Torrent
Saturn Outlook
Tesla Model S
Volkswagen GTI
Volkswagen Tiguan

Reliable Used Cars for Every Budget

Here are the reliable 2006-15 models, so you can buy the newest used vehicle with the most up-to-date safety features. To help, we show the first year that each model offered electronic stability control (ESC).

Toyota Tundra

Make & Model	Under $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					Opt. From	Std. From
CARS: SUBCOMPACT AND COMPACT						
Ford Focus	'08-10	-	-	-	'09	'10
Honda Civic	'06-09	'10-12	'13-14	'15	'09	'12
Honda Fit	'07-09	'10-13	-	-	'09	'11
Hyundai Accent	-	'12-14	-	-	-	'12
Hyundai Elantra	'06-09	-	'14-15	-	'08	'11
Kia Forte	'10-11	-	-	-	-	All
Kia Soul	'10	'11-13	'14	-	-	All
Mazda3	-	'09-12	'13-15	-	'07	'11
Nissan Leaf	-	'12	'14	-	-	All
Pontiac Vibe	'06-09	'10	-	-	'06	'09
Scion xB	'06, '08-09	'10, '12	-	-	-	All
Scion xD	'08	-	-	-	'08	'10
Subaru Impreza	-	-	'11	'13	'08	'09
Toyota Corolla	'06-09	'10-13	'14-15	-	'06	'10
Toyota Matrix	'06-08	'10	-	-	'06	'10
Toyota Prius	'06-08	'09-11	'12-13	'14-15	'06	'10
Toyota Prius C	-	'12	'13-14	-	-	All
Toyota Yaris	'07-10	-	-	-	-	'10
CARS: MIDSIZED AND LARGE						
Ford Fusion	'06-09	-	'12	'14-15	'09	'10
Honda Accord	'06-07	'08-10	'11-12	'13-15	'06	'08
Hyundai Azera	'07	-	-	'12-13	-	All

Make & Model	Under $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					Opt. From	Std. From
CARS: MIDSIZED AND LARGE continued						
Hyundai Sonata	'07-09	-	'13-15	-	-	'06
Kia Optima	-	-	'13	'14	-	'06
Mazda6	'09	'10, '12	'14	-	'06	'09
Mercury Milan	'06-09	-	-	-	'09	'10
Nissan Altima	'07	'08-11	'12	-	'07	'10
Nissan Maxima	-	'08	'10-12	'13-14	'06	'09
Subaru Legacy	-	'10	'11-13	'14-15	'07	'09
Toyota Avalon	'06	'07-09	'10-11	'12	'06	'09
Toyota Camry	'06-07	'08-11	'12-13	'14-15	'06	'10
CARS: LUXURY						
Acura ILX	-	-	-	'13-14	-	All
Acura TL	'06	'07-08	'09-10	'11-12	-	All
Acura TSX	'06	'07-09	'10-11	-	-	All
Buick Regal	-	-	'12	'14	-	All
Infiniti G	-	'06-08	'09-10	'11-12	-	All
Infiniti M	-	'06-08	-	'11	-	All
Lexus CT 200h	-	-	'11	'12-13	-	All
Lexus ES	-	'06-08	'09-10	'11-12	'06	'07
Lexus GS	-	-	'07-08	-	-	All
Lexus HS Hybrid	-	-	'10	'12	-	All
Lexus IS	-	-	-	'10-11	-	'06
Lexus LS	-	-	'06	'07-08	-	All
Lincoln MKZ	'07-08	'09-10	'11-12	-	-	'09
Mercedes-Benz C-Class	'06	-	'08-09	'11	-	All
Mercedes-Benz E-Class	-	'06	'07	'09	-	All

Subaru Outback

Lincoln MKZ

Ford Fusion

Mazda3

Make & Model	Under $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					Opt. From	Std. From
SPORTS CARS/CONVERTIBLES						
Chevrolet Camaro	-	-	'10-11	-	-	'10
Ford Mustang	'06	-	'08	'10	-	'10
Mazda MX-5 Miata	'06	'07-10	'11-12	'13	'06	'12
WAGONS AND MINIVANS						
Honda Accord Crosstour	-	-	'10	'12-13	-	All
Mazda5	-	'12	'13-14	-	-	All
Subaru Outback	-	-	'10-11	'12-13	'06	'09
Toyota Prius V	-	-	'12-13	'14	-	All
Toyota Sienna	'06	-	'09	'11-12	'06	'08
Toyota Venza	-	-	'09-11	'12-13	-	All
Volvo V70/XC70	-	'07, '09	'10	-	'06	'07
SUVs: SMALL						
Buick Encore	-	-	-	'13-14	-	All
Chevrolet Equinox	-	-	'12-13	'14	-	'07
GMC Terrain	-	-	'12	'13	-	All
Honda CR-V	'06	'07-09	'10-11	'12-14	-	All
Hyundai Tucson	'07	'10	'13	'14-15	-	All
Mazda CX-5	-	-	'13	'14-15	-	All
Nissan Rogue	-	'10	'11	'15	-	All
Subaru Forester	-	-	-	'12-13	'07	'09
Subaru XV Crosstrek	-	-	-	'11	-	All
Toyota RAV4	-	'09	'10-11	'12-13	-	All

Make & Model	Under $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					Opt. From	Std. From
SUVs: MIDSIZED AND LARGE						
Acura MDX	-	'06	-	'09	-	All
Acura RDX	-	'07	'08, '10	'11	-	All
Ford Edge	-	'09	'10	'11	-	All
Honda Pilot	'06	'07-08	'09	'11	-	'06
Lexus GX	-	-	'06-07	'08	-	All
Lexus RX	-	'06-07	'08-09	'10	-	All
Mazda CX-9	-	'08	-	'13	-	All
Mercedes-Benz GLK-Class	-	-	-	'11	-	All
Nissan Murano	-	-	'10-11	'12-13	'06	'09
Toyota 4Runner	-	'06-07	'08	-	-	All
Toyota Highlander	-	'06-07	'08-09	'10-11	-	All
Toyota Sequoia	-	'06	'07	'08	-	All
Volvo XC90	-	'07-08	-	-	-	All
PICKUP TRUCKS						
Chevrolet Silverado 2500HD	-	-	'07-08	'09	'09	'10
GMC Sierra 2500HD	-	-	'07-08	'09	'09	'10
Honda Ridgeline	-	'06-07	'08-09	'10-11	-	All
Nissan Frontier	-	'08	'09-11	'12	'06	'12
Toyota Tacoma	-	'06-07	'08-10	'11-13	'06	'09
Toyota Tundra	-	'06	'07-08	'10	'06	'09

Used Models to Avoid

These 2006-15 models have a record of below-average overall reliability. They are listed alphabetically by make and model.

ACURA RLX '14; TLX '15

AUDI A4 '06-07, '09-11; A5 '10-11

BMW 1 Series '12; 3 Series '06-09, '11; 4 Series '15; 5 Series '06-

08, '10-12, '15; i3 '14; X3 '06-08, '11; X5 '11-14

BUICK Enclave '08-11; LaCrosse '06-08, '10-11; Lucerne '07, '09-11; Rainer '06; Regal '11; Rendezvous '06; Terraza '06

CADILLAC ATS '13-14; CTS '06, '08-10; DTS '06-07; Escalade '15; SRX '10-13; XTS '13

CHEVROLET Avalanche '07-08,'11; Camaro '13; Cobalt '07;

Colorado '08, '15; Corvette '15; Cruze '11-13; Equinox '06-11; HHR '06, '10; Impala '06-08, '13; Malibu '06-08; Silverado 1500 '08-09, '14-15; Sonic '13; Suburban '08-09, '15; Tahoe '15; TrailBlazer '06; Traverse '09-11; Uplander '06

CHRYSLER 200 '12-13, '15; 300 '13-14; Pacifica '07; PT Cruiser '06-08; Sebring '06; Town & Country '06-13

DODGE Caliber '07; Caravan '06-07; Challenger '13-14;

Charger '13; Dakota '06; Dart '13-14; Durango '11-12, '14; Grand Caravan '06-13; Journey '09, '12-14; Ram 1500 '09-10; Ram 2500 '06; Stratus '06

FIAT 500 '12-13, '15; 500L '14

FORD C-Max '13; Edge '12; Escape '06-08, '10, '13; Expedition '12; Explorer '06, '10-12; F-150 '11-12; F-250 '06, '08, '11, '13; F-350 '06, '08; Fiesta '11-14; Focus '12-14; Freestyle '06; Fusion '13; Mustang '12-13, '15; Taurus '10-11

GMC Acadia '07-14; Canyon '08, '15; Envoy '06; Sierra 1500 '08-

09, '14-15; Terrain '10-11; Yukon '15; Yukon XL '08-09, '15

HONDA Pilot '10, '15

HYUNDAI Elantra '10-11; Genesis '10, '12; Genesis Coupe '13; Santa Fe '10, '15; Sonata '12; Veracruz '08, '11

INFINITI Q50 '14; JX '13; QX60 '14

JEEP Cherokee '14-15; Grand

Cherokee '07, '10-14; Liberty '06; Patriot '08, '14; Wrangler '06-09, '12-13

KIA Forte '12; Rio '13; Rondo '08;

Sedona '06; Sorento '11

LINCOLN MKC '15; MKZ '13

MAZDA Mazda5 '06-08; Mazda6 '07; CX-7 '10; Tribute '06-08, '10

MERCEDES-BENZ C-Class '12,

'15; CLA '14; CLK '08; GL-Class '13-15; M-Class '07-10, '12; S-Class '14

MERCURY Mariner '06-08, '10; Mountaineer '06, '10

MINI Cooper '06-12, '14; Countryman '11-12

NISSAN Altima '13-14; Frontier

'06, '15; Juke '11-12; Leaf '13; Maxima '06-07; Pathfinder '13-14; Quest '12; Rogue '14; Sentra '13; Xterra '06

PONTIAC G5 '06, '08-09; Montana SV6 '06; Torrent '06-09

PORSCHE 911 '12; Cayman '14; Macan '15

RAM 1500 '13-14; 2500 '14

SAAB 9-3 '08

SATURN Aura '09; Ion '07; Outlook '07-09; Vue '08

SMART Fortwo '08-09

SUBARU Forester '06-07; Impreza '07-10; Legacy '06-08; Outback '06-08

TESLA Model S '12-13, '15

VOLKSWAGEN Beetle '14; CC '10, '12; Eos '08, '12; Golf '15; GTI '10-13; Jetta '06, '15; Passat '06-07, '10, '12; Tiguan '09-12

VOLVO S60 '07; V60 '15; XC60 '14

PHOTOS: LEFT, ELECTRIC CAR, SHUTTERSTOCK/TOM WANG RIGHT, FUEL GAUGE, SHUTTERSTOCK/RELJA

Cars That Stretch FUEL ECONOMY

Fuel-economy results for over 800 vehicles, plus our guide to hybrids, diesels, electrics, and alternative fuels.

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33 Hybrids, Diesels, and Electrics

37 CR's Fuel Economy & Test Data

There is only one constant with fuel prices: They are incredibly inconsistent. After rocketing up to a national average over $3.50 a gallon in 2012, they've been spiraling sharply downward. Now it's common to see prices around $2.20 a gallon.

Still, despite low gas prices, fuel economy continues to be an important buying consideration. With the average car being 11 years old, most people will experience at least one up and down fuel price cycle during their ownership period. Fortunately, plenty of vehicles today provide good gas mileage while demanding few sacrifices.

This chapter will guide you to the most fuel-efficient cars and answer questions about fuel choices. It's easy to see how much you can save by driving a more fuel-efficient vehicle. If you are interested in the overall fuel economy and performance data for the more than 800 vehicles we've tested since 2006, turn to the charts starting on page 37.

Throughout the chapter, you'll find advice on various fuel-economy issues, such as how driving affects your gas mileage, why you might not be getting the miles per gallon you expect, and the pros and cons of hybrids, diesels, and alternative-fuel vehicles.

COMPARE MPG

Once you have decided on the type of vehicle that best suits your needs, it's time to focus on fuel economy. The difference between two vehicles separated by just five mpg can be substantial.

For example, assuming gas costs $2.20 a gallon and you drive the national average of 12,000 miles per year, look at two midsized, three-row SUVs: the V8-powered 2006 Jeep Commander and the 2009 Honda Pilot, which comes with a V6. The roomier Pilot got 18 mpg overall in our fuel-economy tests, saving you about $564 a year over with the 13-mpg Commander. If you drive more miles or gas prices rise, the savings are even greater.

And it's not just SUVs. If you bought a 2009 four-cylinder Hyundai Sonata, which gets 26 mpg overall, instead of the V6-powered Chevrolet Impala that gets 20 mpg, you could save $305 a year in fuel costs.

Switching categories might save you even more money. For example, a 24-mpg Mazda5 wagon has more passenger and cargo space than a 16 mpg Subaru Tribeca SUV. Choosing the Mazda5 could save you about $550 a year in fuel. For more fuel economy from Consumer Reports' tests, turn to page 37.

After you've narrowed down your choices, turn to page 34 to see how much money you could save annually by choosing one model over another.

FUEL ECONOMY: CLOSER TO REALITY

Whichever type of vehicle you buy, the estimated fuel-economy Ratings will help you choose the most efficient vehicle to meets your needs. But, bear in mind that your mileage will vary, especially with a used car, based on how you drive and how the car has been maintained.

Where you live makes a difference, too. If your daily commute takes you up and down lots of hills, you'll use more fuel than commuting on flatter terrain. And if you live in the heart of a city, or spend a lot of your highway time in stop-and-go traffic, you'll get worse fuel economy than our overall average predicts. Use our fuel-economy Ratings, or those from the government, for a general comparison.

Starting with the 2008 model year, the Environmental Protection Agency (EPA) overhauled its method for estimating the fuel-economy figures, resulting in fuel-economy estimates about 12 percent lower than they were for 2007. To compare EPA ratings for models built before and after the start of the 2008 model year, go to: fuelecon-

2011 Jeep Grand Cherokee (V6)
18 MPG OVERALL

2009 Infiniti FX35
18 MPG OVERALL

omy.gov/feg/findacar.htm.

While the government uses laboratory tests to determine fuel economy, we test on real roads with real drivers using cars we bought at dealerships.

As you compare the fuel economy of different vehicles, be sure to check the required grade of gasoline. A model that gets similar, or even slightly better, gas mileage than another may not be a bargain if it requires premium fuel.

Premium gas typically sells for about 20 cents per gallon more than regular. So buying a car that doesn't require premium can bring a small savings. While both the Infiniti FX35 and the Jeep Grand Cherokee V6 return 18 mpg overall, the Infiniti requires premium fuel, which means fuel costs will run about $133 more annually than for the Grand Cherokee.

Sports and luxury cars designed to run on premium typically have higher-performance engines. These use a higher compression ratio, which generates more heat in the cylinders.

That makes them more prone to early detonation of the fuel/air mixture, known as "knocking" or "pinging." Premium gas, which has an octane rating of 91 or higher, is less volatile than regular, and thus more resistant to premature combustion than lower-octane gas. Using premium in an engine that doesn't require it, however, doesn't improve performance and is a waste of money.

Be sure to check the owner's manual. If premium fuel is recommended but not required, you can run on regular gasoline without problems because the engine's electronic controls compensate by reducing power. We've found the difference in performance is imperceptible in normal, everyday driving.

HYBRIDS, DIESELS, AND ELECTRICS

Buyers continue to show an interest in hybrids and diesels, even amid falling fuel prices. While there aren't many manufacturers selling diesels, there are many selling hybrids.

Both hybrids and diesels typically deliver fuel economy that is among the best in their class. Some models pay for themselves at the pump—and in overall owner costs—during a typical 11-year ownership cycle. But the payoff period is shorter when gas prices are higher.

When buying a used hybrid or diesel, you'll pay a premium because these vehicles often have lower depreciation. Fuel costs can be significantly lower than their closest conventional counterparts, so it can be difficult for buyers to know if they will recoup the extra investment.

Buying a used hybrid vehicle such as the Ford Escape Hybrid, Ford Fusion Hybrid, Honda Civic Hybrid, Toyota Camry Hybrid, or Toyota Prius can save you money even when fuel is cheap, as long as you keep the car a few years.

Some hybrids, however, will cost you more to own than a conventional equivalent at any gas price on record. For example, a Lexus RX 450h gets just five mpg better fuel economy than the conventional RX 350, not enough of a savings with current fuel prices to pay off the difference in vehicle price. Likewise, at current fuel prices, you wouldn't come out ahead anytime soon by buying the 32-mpg Nissan Altima Hybrid over the regular Altima 2.5 S, which gets 25 mpg overall.

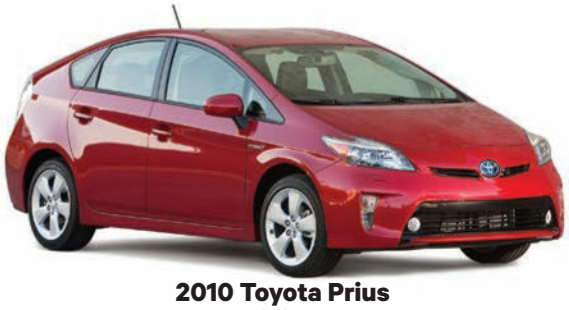
Hybrid Longevity: Should You Worry?

Based on data from our Annual Auto Survey, we've found that the Toyota Prius hybrid has outstanding reliability and low ownership costs. But we wanted to know if the effectiveness of the battery degraded over the long run.

In order to determine if battery degradation had an impact on fuel economy, in 2011 we tested a 2004 Prius with nearly 215,000 miles on it, and compared the results to a nearly identical 2004 Prius we tested when new. In addition to having the original battery, the retested Prius had the original engine and transmission.

The results? Overall fuel economy dropped to 42 mpg for the 215k-mile car compared with 44 mpg back in 2004. Highway mileage dipped to 47.9 mpg, from 50.4 back in 2004. City mileage dropped to 32.2 mpg compared with the original car's 35.4 mpg.

If the battery of this 215k-mile car had to be replaced, it would cost between $2,200 and $2,600 from a dealer. But there is no need to spend that much. In our searches, we found many low-mile used batteries for sale at around $500.



2010 Toyota Prius
44 MPG OVERALL

2011 Chevrolet Volt
61 MPGe OVERALL

Diesel Fuel: Cleaner Than in the Past

Diesel engines are up to 30 percent more efficient than similar gasoline engines. And modern diesels exhibit almost none of the slow acceleration, loud clatter, smoky exhaust, and oily smell that plagued past models.

In fact, they are quicker, quieter, and cleaner than their predecessors thanks to turbocharging, ultra-precise, high-pressure "common rail" fuel injection, and better exhaust-system catalysts. In our recent tests, many new diesel vehicles didn't exhibit the historical diesel trade-offs.

However, without advanced emissions controls, diesels can emit higher levels of two hard-to-manage pollutants: Oxides of nitrogen (NOx), which form smog and contribute to acid rain, and particulates (soot), which has been linked to respiratory problems.

The availability of ultralow-sulfur fuel allows automakers to lower NOx emissions by using special catalytic converters, to cleanse the exhaust air. Diesels built before 2009 can use this fuel but lack the necessary equipment to produce the cleanest emissions.

While these advancements have improved diesel emissions, they have also made diesels more expensive to buy and maintain. The cost of special exhaust additives to clean tailpipe emissions, as well as periodic cleaning of carbon filters, should be taken into consideration. In addition, the cost diesel fuel itself runs about 25 percent more than gasoline, cutting into potential savings.

Still, the image of diesels being a clean alternative to gasoline and hybrids took a big hit last year. In late September 2015 the EPA and California Air Resources Board announced the Volkswagen had been cheating on its diesel emissions controls.

VW has admitted to circumventing the emissions control system in about 482,000 2.0-liter TDI diesel vehicles sold in the United States since 2008. They had nitrogen oxide levels 10 to 40 times higher than the federal standard, according to the EPA.

In addition to the 2.0-liter violations, in November 2015, the EPA notified Volkswagen about violations with its 3.0-liter V6 diesel engine. This impacts model years 2009 through 2016, and includes about 85,000 vehicles.

The impacted four-cylinder vehicles are the:

- VW Jetta, Jetta SportWagen (2009-15)
- VW Beetle, Beetle Convertible (2012-15)
- VW Passat (2012-15)
- VW Golf (2010-15), SportWagen (2015)
- Audi A3 (2010-15)

The impacted V6 vehicles are the:

See How Much You Can Save

This chart can help you determine your annual fuel savings by choosing a more fuel-efficient vehicle. To compare two vehicles CR has tested, first look up their overall mpg in the charts starting on page 37. Then, find the overall mpg figure for one vehicle on one axis of this chart, and the mpg for the other vehicle on the other axis. The box where the two intersect shows how much money you'd save per year, assuming you drive 12,000 miles per year and gasoline costs $2.20 a gallon. Higher fuel prices would mean greater savings. A vehicle that uses regular fuel will save you even more compared with one that runs on premium.

MPG	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44
12	=	$314	$550	$733	$880	$1,000	$1,100	$1,185	$1,257	$1,320	$1,375	$1,424	$1,467	$1,505	$1,540	$1,571	$1,600
14	$314	$0	$236	$419	$566	$686	$786	$870	$943	$1,006	$1,061	$1,109	$1,152	$1,191	$1,226	$1,257	$1,286
16	$550	$236	$0	$183	$330	$450	$550	$635	$707	$770	$825	$874	$917	$955	$990	$1,021	$1,050
18	$733	$419	$183	$0	$147	$267	$367	$451	$524	$587	$642	$690	$733	$772	$807	$838	$867
20	$880	$566	$330	$147	$0	$120	$220	$305	$377	$440	$495	$544	$587	$625	$660	$691	$720
22	$1,000	$686	$450	$267	$120	$0	$100	$185	$257	$320	$375	$424	$467	$505	$540	$571	$600
24	$1,100	$786	$550	$367	$220	$100	$0	$85	$157	$220	$275	$324	$367	$405	$440	$471	$500
26	$1,185	$870	$635	$451	$305	$185	$85	$0	$73	$135	$190	$239	$282	$321	$355	$387	$415
28	$1,257	$943	$707	$524	$377	$257	$157	$73	$0	$63	$118	$166	$210	$248	$283	$314	$343
30	$1,320	$1,006	$770	$587	$440	$320	$220	$135	$63	$0	$55	$104	$147	$185	$220	$251	$280
32	$1,375	$1,061	$825	$642	$495	$375	$275	$190	$118	$55	$0	$49	$92	$130	$165	$196	$225
34	$1,424	$1,109	$874	$690	$544	$424	$324	$239	$166	$104	$49	$0	$43	$82	$116	$148	$176
36	$1,467	$1,152	$917	$733	$587	$467	$367	$282	$210	$147	$92	$43	$0	$39	$73	$105	$133
38	$1,505	$1,191	$955	$772	$625	$505	$405	$321	$248	$185	$130	$82	$39	$0	$35	$66	$95
40	$1,540	$1,226	$990	$807	$660	$540	$440	$355	$283	$220	$165	$116	$73	$35	$0	$31	$60
42	$1,571	$1,257	$1,021	$838	$691	$571	$471	$387	$314	$251	$196	$148	$105	$66	$31	$0	$29
44	$1,600	$1,286	$1,050	$867	$720	$600	$500	$415	$343	$280	$225	$176	$133	$95	$60	$29	$0

Tips to Get the Most MPG

HOW YOU DRIVE can significantly affect your fuel economy. That's the key finding of Consumer Reports' fuel-economy tests. On the highway, keeping your speed down, driving steadily, and not carrying items on top of the vehicle are key to cutting fuel bills. In the city and in stop-and-go conditions, driving smoothly and with the engine warmed up make the greatest difference.

We conducted a series of tests using four-cylinder versions of the Honda Accord, Subaru Forester, and Toyota Camry sedans, and a V8-powered Mercury Mountaineer SUV.

We tested the effects of driving aggressively, carrying a car-top storage box, driving at faster and slower speeds on the highway, and driving with a cold engine, underinflated tires, and a dirty air cleaner.

Of course, the biggest factor is the vehicle you choose. Even when we simultaneously committed a number of fuel-economy faux pas in the Camry, it still got better fuel economy than the Mountaineer did at its best.

>TIPS THAT MAKE THE MOST DIFFERENCE

Minimize driving with a cold engine. Engines run most efficiently when they're warm. In our city-driving tests, making multiple short trips and starting the engine from cold reduced fuel economy for both the Camry and the Mountaineer. Engines also produce more pollution and wear faster when cold. To minimize cold-engine driving, combine short trips so that the engine stays warm.

Drive smoothly. In our tests, frequent bursts of acceleration and braking reduced the Camry's mileage by two to three mpg and the Mountaineer's by about one mpg. The harder you accelerate, the more fuel you use. Unnecessary braking wastes the fuel you used to get up to speed. Drive smoothly and anticipate the movement of traffic. Once up to highway speed, maintain a steady pace in top gear. Smooth acceleration, cornering, and braking also extend the life of the engine, transmission, brakes, and tires.

Reduce unnecessary drag. At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. Don't add to that by carrying unneeded things on the roof. After installing a large car-top carrier, we saw a six mpg drop on the Camry, from 35 mpg to 29; the boxier Mountaineer went from 21 mpg to 20.

We also installed a bike rack on a 2013 Honda Accord and evaluated the highway fuel economy at 65 mph in various configurations. Without a rack, we got 42 mpg; with the empty rack, mileage dropped to 37 mpg; with an empty rack and a wind deflector installed, we got 35 mpg; with two bikes and the deflector, it dropped down to 27 mpg.

Slow down. The faster you drive on the highway, aerodynamic drag increases exponentially. We tested our vehicles' fuel economy at 55, 65, and 75 mph. Driving at 75 mph instead of 65 reduced the Camry's gas mileage from 35 mpg to 30. For the Mercury, fuel economy fell from 21 mpg to 18. Slowing down to 55 mph improved the gas mileage by similar margins: The Camry improved to 40 mpg and the Mountaineer to 24 mpg.

Honda Accord

Use air conditioning if you must. We tested the effects of using air conditioning, versus opening the windows at various temperatures. At relatively low temperatures of 55 degrees, we found the effects of running the air conditioner were minimal. But on an 85 degree day, running the A/C reduced fuel economy by as much as five mpg on the highway. We conducted this test on various car types, and found that the car also makes a difference. A/C only cut our Forester's mileage by about one mpg on the highway, and about two mpg in town. But the effect on our Accord was much greater. In any case, the A/C helps dehumidify the cabin, which can contribute to keeping the driver alert and safe. We think that's a worthwhile trade-off.

>TIPS THAT HAVE LITTLE EFFECT

Keep tires inflated. Our tests show that driving on moderately underinflated tires is more of a safety concern than a fuel-economy issue. We set the air pressure in all four tires in both the Camry and Mountaineer to 10 psi below that recommended by the auto manufacturer. This reduced highway mileage only slightly for both vehicles.

But more importantly, underinflated tires provide much less grip for turning and stopping, and they run much hotter. Overheated tires wear faster and can lead to a blowout. Check the pressure of your vehicle's tires at least once a month, when the tires are cold. Also check the tires before and after long road trips. The recommended tire pressure is found on a label inside the car—usually in a doorjamb, inside the glove-box lid, or inside the fuel-filler lid.

Keep your air filter clean. We found that driving with a dirty air filter in modern engines didn't have a significant impact. We drove both vehicles with their air cleaners restricted and found little difference in mileage, because today's engines precisely control the air/fuel ratio, based on the volume of air coming in through the filter. Both cars did accelerate much more slowly, however.

- Audi A6 Quattro, A7 Quattro, A8/A8L, & Q5 (2014-16)
- Audi Q7 (2009-15)
- Porsche Cayenne (2014-16)
- Volkswagen Touareg (2014-16)

If you still have your heart set on a diesel, look for used versions from BMW, Jeep, and Mercedes-Benz.

Electric Vehicles: More Mainstream Every Year

The biggest news has been about battery electric vehicles (EVs) and hybrids that plug in to boost mileage. Most automakers offered, or planned to offer, such models, but sales were never as robust as the Federal government anticipated when it set a goal of getting one million EVs on the road by this year.

EVs allow drivers to commute moderate distances using no gasoline and producing no tailpipe emissions. They can be charged by plugging them into a household wall outlet, although how long it takes to recharge depends on the vehicle and the electrical voltage. Used EVs are available from BMW, Chevrolet, Ford, Mitsubishi, Nissan, Smart, Tesla, and Toyota.

More importantly, EVs require basic changes in driving habits and often some hefty household electrical work. Outside of the Tesla Model S, which has a range of between 180 and 225 miles on a single charge, EVs have a limited driving range. They all can take hours to recharge, and cost more to buy than similar conventional cars. Battery life expectancy and replacement cost remain question marks, and the public charging infrastructure is still limited.

Before You Buy: Things to Consider

There are a number of questions to ask yourself before buying an EV:

How far do you drive? If you will be using the car for running local errands or you have a short commute, say 20 to 30 miles each way, an electric car like the Nissan Leaf would likely fit your needs. Distance is not a factor with the Chevrolet Volt, if you don't mind using gasoline. If you can plug in part way through your trip, you'll extend your electric driving range, but longer trips just aren't feasible with most EVs.

$.12 per kWh is the average cost of electricity across the nation.

Keep in mind a car's electric range can vary significantly, depending on weather and driving style. We found using the heater is the biggest factor in reducing vehicle range.

Will an EV save you money? Depending on your electricity rates, driving on electricity can be less expensive than driving with gas. The average rates are 12 cents per kilowatt-hour in the U.S. At about three miles per kWh (the rough average for most EVs), that's about four cents a mile. At $2.20 a gallon for gas, a car like the 32-mpg Toyota Corolla would cost about seven cents a mile for fuel. But electrical rates vary widely, so check your local rates.

An EV's high price reflects its expensive battery pack. The Volt's batteries are estimated to cost about $7,000 or more to replace, and the Leaf's are also about $7,000.

No one knows how long the newer lithium-ion batteries will last before they'll need replacement. And there's no track record with which to gauge them, as there is with the nickel-metal-hydride batteries in today's hybrids. Despite their complexities, EVs don't require routine maintenance for oil changes, or replacement fans, belts or spark plugs, like their gas-powered counterparts.

How will you charge your car? You can charge an EV at any household outlet, but don't expect to charge an electric-only vehicle overnight on a standard 120-volt outlet. A 240-volt charger using its own 30- or 40-amp circuit is far more practical. Installation costs between $500 and $2,000, depending on the home's existing wiring and location of the charger, according to Mark Duvall, director of the electric transportation program at the industry organization Electric Power Research Institute (EPRI).

The Leaf and Volt have a supplied charging kit for 120-volt, Level I charging. A faster 240-volt Level II charger is more suitable for the Leaf. They currently retail for about $500 to $800.

Quick, heavy-duty DC chargers are available in many parts of the U.S. These can charge an EV to 80 percent capacity within 30 minutes.

What will you pay for charging? Many utilities offer a wide variety of rate plans, so it's important to find out which will work for you. High electric rates can offset any savings at the pump. For example, at our Auto Test Center in Connecticut, average utility rates are a high 20 cents per kWh. Even at that price, our electric vehicles cost only about one-third to one-half as much to drive per mile as the most efficient gasoline-powered vehicles.

Off-peak rates are usually lower because you're taking advantage of power plants' excess night time capacity. In Detroit, for example, charging off-peak in the summer would cost 5.65 cents per kWh, or about 50 cents for a full charge—less than half of the cost during summer peak hours.

Buyers who reside in California, where EVs and chargers are more plentiful, need to be especially careful when choosing a plan, because the state's Public Utilities Commission has set caps on usage for the lowest rates in basic plans. So charging an electric car can quickly boost you to a higher rate.

While most electric utilities are developing special rates for off-peak usage, such rate plans require the installation of smart meters, which can monitor the time of day when electricity is used. It's best to call your utility company before you buy an electric car.

2006-2015 CR Fuel-Economy and Road-Test Data

These charts show the overall fuel-economy, acceleration, and braking test results for the more than 800 vehicles. Trans is the transmission type (AT=automatic, MT=manual, CVT=continuously variable, Seq=sequential, D=direct drive) and number of speeds as tested. HP is the horsepower of the engine tested. Engine is the configuration (T=turbo, SC=supercharged, TD=turbodiesel, L=liters). CR's overall mpg is the miles per gallon from CR's real-world fuel-economy tests. For electric cars (identified with *) the MPG equivalent is listed. Plug-in hybrids (identified with **) are a combination of electric and gas. 0-60 mph acceleration is determined by starting from a standstill with the engine idling. Braking is the distance in feet that a vehicle took to stop from 60 mph on dry pavement without any wheels locking up.

MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2012-2015	Acura ILX 2.0 L	5 AT	150	2.0 L 4	28	9.4	136
2006	Acura MDX Touring	5 AT	260	3.5 L V6	17	8.2	151
2007-2009	Acura MDX	5 AT	305	3.7 L V6	17	8.0	134
2010-2013	Acura MDX	6 AT	300	3.7 L V6	18	7.3	126
2014-2015	Acura MDX Tech	6 AT	290	3.5 L V6	20	7.2	136
2007-2012	Acura RDX	5 AT	240	2.3 L 4 T	18	7.4	133
2013-2015	Acura RDX	6 AT	273	3.5 L V6	22	6.6	132
2006-2008	Acura RL	5 AT	300	3.5 L V6	18	6.9	131
2009-2012	Acura RL	5 AT	300	3.7 L V6	19	6.9	131
2014-2015	Acura RLX Tech	6 AT	310	3.5 L V6	23	6.5	128
2006	Acura RSX (base)	5 MT	160	2.0 L 4	28	9.1	143
2006	Acura RSX Type-S	6 MT	200	2.0 L 4	26	7.3	145
2006-2008	Acura TL	5 AT	270	3.2 L V6	23	6.7	130
2009-2011	Acura TL	5 AT	280	3.5 L V6	23	6.8	128
2012-2014	Acura TL (base)	6 AT	280	3.5 L V6	24	6.8	131
2015	Acura TLX (4-cyl.)	seq 8	206	2.4 L 4	27	7.4	129
2015	Acura TLX (V6)	9 AT	290	3.5 L V6	25	6.5	129
2006-2008	Acura TSX	5 AT	200	2.4 L 4	23	9.2	136
2009-2014	Acura TSX	5 AT	201	2.4 L 4	25	8.3	138
2006-2015	Audi A3 2.0T	seq 6	200	2.0 L 4 T	25	7.3	134
2015	Audi A3 Premium (1.8T)	seq 6	170	1.8 L 4 T	27	8.3	124
2006-2008	Audi A4 2.0T	6 AT	200	2.0 L 4 T	23	8.3	130
2009-2010	Audi A4 2.0T	6 AT	211	2.0 L 4 T	22	7.3	128
2011-2015	Audi A4 Premium	8 AT	211	2.0 L 4 T	25	7.2	140
2006-2008	Audi A4 S4	6 MT	340	4.2 L V8	20	5.3	124
2010	Audi A5 Premium Plus conv.	6 AT	211	2.0 L 4 T	22	8.0	134
2006-2008	Audi A6 3.2	6 AT	255	3.2 L V6	21	7.7	129
2009-2011	Audi A6 3.0T Premium	6 AT	300	3.0 L V6 SC	20	5.7	133
2012-2015	Audi A6 Premium Plus	8 AT	310	3.0 L V6 SC	22	5.7	132
2015-2015	Audi A7 3.0 TDI	8 AT	240	3.0 L V6 TD	28	6.6	129
2006-2010	Audi A8 L	6 AT	330	4.2 L V8	17	7.6	131
2011-2012	Audi A8 L	8 AT	372	4.2 L V8	21	5.5	126
2013-2015	Audi Allroad Premium	8 AT	211	2.0 L 4 T	22	8.1	131
2015	Audi Q3	6 AT	200	2.0 L 4 T	22	8.4	132
2009-2011	Audi Q5	6 AT	270	3.2 L V6	19	7.1	130
2012-2015	Audi Q5 Premium Plus	8 AT	211	2.0 L 4 T	21	7.9	130
2007-2010	Audi Q7 3.6	6 AT	280	3.6 L V6	17	8.9	140
2007-2010	Audi Q7 4.2	6 AT	350	4.2 L V8	15	8.2	138
2006-2007	Audi TT Quattro	6 MT	225	1.8 L 4 T	22	7.0	123
2011-2015	Audi TT Premium Plus	seq 6	211	2.0 L 4 T	25	6.7	120
2008-2013	BMW 135i	6 MT	300	3.0 L 6 T	23	5.2	119
2014-2015	BMW M235i	6 MT	320	3.0 L 6 T	25	5.2	115
2006	BMW 325i	6 AT	215	3.0 L 6	24	7.4	134
2007-2011	BMW 328i	6 AT	230	3.0 L 6	23	6.9	130
2012-2014	BMW 328i	8 AT	240	2.0 L 4 T	28	6.3	132
2006	BMW 330i	5 AT	225	3.0 L 6	22	6.6	131
2009-2011	BMW 335d	6 AT	265	3.0 L 6 TD	28	6.7	134
2014-2015	BMW 328d xDrive	8 AT	180	2.0 L 4 TD	35	8.5	132
2006	BMW 325xi wagon	6 AT	215	3.0 L 6	22	9.2	137
2007-2012	BMW 328i conv.	6 AT	230	3.0 L 6	21	7.8	134
2006-2007	BMW 530i	6 AT	225	3.0 L 6	20	7.4	127
2008-2010	BMW 535i	6 AT	300	3.0 L 6 T	22	5.8	138
2011-2015	BMW 535i	8 AT	300	3.0 L 6 T	23	6.1	137
2006-2010	BMW 650i	6 AT	360	4.8 L V8	19	5.6	122
2009-2012	BMW 750Li	6 AT	400	4.4 L V8 T	18	5.7	126
2014-2015	BMW i3	1 D	170	1.3 L 2 +E	139*	7.5	131
2013-2015	BMW X1 xDrive28i	8 AT	240	2.0 L 4 T	23	6.8	133
2007-2010	BMW X3 3.0si	6 AT	260	3.0 L 6	19	7.9	129
2011-2012	BMW X3 xDrive28i	8 AT	240	3.0 L 6	22	7.2	134
2013-2015	BMW X3 xDrive28i	8 AT	240	2.0 L 4 T	23	7.3	130
2006	BMW X5 3.0i	5 AT	225	3.0 L 6	17	8.6	136
2007-2010	BMW X5 3.0si	6 AT	260	3.0 L 6	17	8.6	130
2009-2013	BMW X5 xDrive35d	6 AT	265	3.0 L 6 TD	22	8.3	130
2011-2013	BMW X5 xDrive35i Prem.	8 AT	300	3.0 L 6 T	18	7.0	131
2014-2015	BMW X5 xDrive35i	8 AT	300	3.0 L 6 T	21	7.4	137
2006-2008	BMW Z4 3.0i	6 MT	225	3.0 L 6	26	6.0	117
2012-2015	BMW Z4 sDrive28i	6 MT	240	2.0 L 4 T	28	6.1	122
2008	Buick Enclave CXL	6 AT	275	3.6 L V6	15	8.9	142
2009-2015	Buick Enclave CXL	6 AT	288	3.6 L V6	15	7.9	142
2006-2009	Buick LaCrosse CXL	4 AT	200	3.8 L V6	18	9.0	146
2010-2015	Buick LaCrosse CXS	6 AT	280	3.6 L V6	20	7.2	137
2010-2011	Buick LaCrosse CX	6 AT	182	2.4 L 4	23	10.2	132
2012-2015	Buick LaCrosse Leather	6 AT	182	2.4 L 4	26	9.2	130
2006-2007	Buick Lucerne CXL	4 AT	197	3.8 L V6	19	9.2	155
2006-2011	Buick Lucerne CXS	4 AT	275	4.6 L V8	17	7.5	143
2011-2012	Buick Regal CXL	6 AT	182	2.4 L 4	23	9.9	131
2011-2013	Buick Regal CXL turbo	6 AT	220	2.0 L 4 T	23	8.3	134
2014-2015	Buick Regal Premium I	6 AT	259	2.0 L 4 T	24	7.4	125
2006	Buick Rendezvous CXL	4 AT	185	3.4 L V6	16	11.4	142
2012-2015	Buick Verano Leather	6 AT	180	2.4 L 4	24	8.5	129
2013-2015	Cadillac ATS Luxury	6 AT	272	2.0 L 4 T	23	6.5	125
2006-2007	Cadillac CTS 2.8	5 AT	210	2.8 L V6	19	8.5	131
2008-2009	Cadillac CTS 3.6	6 AT	263	3.6 L V6	19	6.8	131
2010-2013	Cadillac CTS Premium	6 AT	304	3.6 L V6	19	6.8	129
2014-2015	Cadillac CTS Luxury (AWD)	6 AT	321	3.6 L V6	21	6.8	127
2006-2007	Cadillac CTS-V	6 MT	400	5.7 L V8	17	5.3	125
2006-2007	Cadillac DTS Luxury	4 AT	275	4.6 L V8	17	7.6	152
2008-2011	Cadillac DTS Luxury II	4 AT	275	4.6 L V8	17	7.6	145
2007-2014	Cadillac Escalade (base)	6 AT	403	6.2 L V8	13	7.5	158
2015	Cadillac Escalade	8 AT	420	6.2 L V8	16	6.1	142
2006-2007	Cadillac SRX V8	5 AT	320	4.6 L V8	16	6.4	132
2006-2009	Cadillac SRX V6	5 AT	255	3.6L V6	16	8.3	138
2010-2011	Cadillac SRX Luxury	6 AT	265	3.0 L V6	17	8.6	126
2012-2015	Cadillac SRX Luxury	6 AT	308	3.6 L V6	18	7.1	135
2006-2007	Cadillac STS V6	5 AT	255	3.6 L V6	18	7.1	131
2008-2011	Cadillac STS Luxury	6 AT	302	3.6 L V6	18	6.4	133
2006-2009	Cadillac XLR (base)	5 AT	320	4.6 L V8	17	6.4	133
2013-2015	Cadillac XTS Premium	6 AT	304	3.6 L V6	22	7.2	128
2006	Chevrolet Avalanche	4 AT	285	5.3 L V8	13	8.9	142
2007-2008	Chevrolet Avalanche LT	4 AT	310	5.3 L V8	13	10.1	153
2009-2013	Chevrolet Avalanche LT	6 AT	320	5.3 L V8	14	8.9	146
2006-2007	Chevrolet Aveo5 LS	4 AT	103	1.6 L 4	28	11.7	137
2006-2007	Chevrolet Aveo5 LS	5 MT	103	1.6 L 4	27	11.2	137
2008-2011	Chevrolet Aveo5 LT	4 AT	106	1.6 L 4	26	11.7	138
2008-2011	Chevrolet Aveo LT	4 AT	103	1.6 L 4	25	11.6	133
2010-2015	Chevrolet Camaro 2LT	6 MT	304	3.6 L V6	21	6.6	133
2010-2015	Chevrolet Camaro 2SS coupe	6 MT	426	6.2 L V8	18	5.1	129
2011-2015	Chevrolet Camaro 2SS conv.	6 AT	400	6.2 L V8	17	5.6	117
2006-2007	Chevrolet Cobalt LS	4 AT	145	2.2 L 4	23	8.8	141
2008-2010	Chevrolet Cobalt LT	4 AT	148	2.2 L 4	24	9.3	141
2006-2007	Chevrolet Cobalt SS	5 MT	205	2.0 L 4 SC	23	7.3	132
2008-2010	Chevrolet Cobalt SS	5 MT	260	2.0 L 4 T	22	6.4	127
2006-2012	Chevrolet Colorado LS	4 AT	220	3.5 L 5	16	9.6	156
2015	Chevrolet Colorado (V6)	6 AT	305	3.6 L V6	18	7.5	132
2006-2007	Chevrolet Corvette (base)	6 MT	400	6.0 L V8	21	5.0	126
2006-2013	Chevrolet Corvette Z06	6 MT	505	7.0 L V8	19	4.3	121
2014-2015	Chevrolet Corvette Stingray 3LT	7 MT	460	6.2 L V8	20	4.3	107
2011-2015	Chevrolet Cruze 1LT	6 AT	138	1.4 L 4 T	26	9.8	139
2011-2015	Chevrolet Cruze LS	6 AT	138	1.8 L 4	26	10.5	139
2012-2015	Chevrolet Cruze Eco	6 AT	138	1.4 L 4 T	27	10.0	131
2014-2015	Chevrolet Cruze Turbo Diesel	6 AT	151	2.0 L 4 TD	33	9.7	134
2006	Chevrolet Equinox LT	5 AT	185	3.4 L V6	17	9.1	142

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MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2007-2009	Chevrolet Equinox LT	5 AT	185	3.4 L V6	18	9.1	146
2010-2015	Chevrolet Equinox 1LT	6 AT	182	2.4 L 4	21	10.7	138
2010-2012	Chevrolet Equinox 2LT	6 AT	264	3.0 L V6	18	9.1	134
2013-2015	Chevrolet Equinox LTZ	6 AT	292	3.6 L V6	18	7.1	138
2006-2008	Chevrolet HHR LT	4 AT	172	2.4 L 4	23	9.2	148
2009-2011	Chevrolet HHR LT	4 AT	172	2.4 L 4	24	9.1	143
2006-2009	Chevrolet Impala 3LT	4 AT	242	3.9 L V6	20	7.8	141
2010-2011	Chevrolet Impala LT	4 AT	211	3.5 L V6	20	9.5	135
2012-2013	Chevrolet Impala LT	6 AT	302	3.6 L V6	22	7.2	137
2014-2015	Chevrolet Impala 2LTZ	6 AT	305	3.6 L V6	22	6.9	130
2006-2007	Chevrolet Malibu Maxx LS	4 AT	200	3.5 L V6	21	8.2	145
2006-2007	Chevrolet Malibu LS	4 AT	200	3.5 L V6	23	8.1	146
2008-2012	Chevrolet Malibu LTZ	6 AT	252	3.6 L V6	20	6.5	129
2008-2010	Chevrolet Malibu Hybrid	4 AT	164	2.4 L 4	27	10.3	131
2006-2007	Chevrolet Malibu (base)	4 AT	145	2.2 L 4	24	10.1	139
2008	Chevrolet Malibu LT	4 AT	169	2.4 L 4	23	9.5	137
2009-2012	Chevrolet Malibu LT	6 AT	169	2.4 L 4	25	9.4	138
2013	Chevrolet Malibu Eco	6 AT	182	2.4 L 4	29	8.6	132
2013-2015	Chevrolet Malibu 1LT	6 AT	197	2.5 L 4	26	8.1	135
2013-2015	Chevrolet Malibu 2LTZ	6 AT	259	2.0 L 4 T	24	7.0	128
2006-2007	Chevrolet Monte Carlo SS	4 AT	303	5.3 L V8	17	6.3	132
2006	Chevrolet Silverado 1500 Z71	4 AT	295	5.3 L V8	14	8.7	146
2007-2008	Chevrolet Silverado 1500 LT	4 AT	315	5.3 L V8	14	8.5	153
2009-2013	Chevrolet Silverado 1500 LT	6 AT	315	5.3 L V8	14	7.9	150
2014-2015	Chevrolet Silverado 1500 LT	6 AT	355	5.3 L V8	16	7.5	138
2007-2010	Chevrolet Silverado 2500HD LTZ	6 AT	365	6.6 L V8 TD	13	8.4	171
2011-2013	Chevrolet Silverado 2500HD LTZ	6 AT	397	6.6 L V8 TD	14	7.9	148
2012-2015	Chevrolet Sonic LTZ hatch.	6 MT	138	1.4 L 4 T	30	8.9	130
2012-2015	Chevrolet Sonic LT sedan	6 AT	138	1.8 L 4	28	9.3	128
2013	Chevrolet Spark 1LT	4 AT	84	1.2 L 4	32	13.0	138
2014-2015	Chevrolet Spark 1LT	CVT	84	1.2 L 4	31	12.8	128
2014-2015	Chevrolet SS	6 AT	415	6.2 L V8	17	5.1	118
2006	Chevrolet Suburban LT	4 AT	295	5.3 L V8	13	9.9	158
2007-2008	Chevrolet Suburban LT3	4 AT	320	5.3 L V8	14	9.1	147
2009-2014	Chevrolet Suburban LT	6 AT	320	5.3 L V8	14	8.4	147
2015	Chevrolet Suburban LTZ	6 AT	355	5.3 L V8	16	7.9	139
2007-2008	Chevrolet Tahoe LT	4 AT	320	5.3 L V8	14	9.0	151
2008-2013	Chevrolet Tahoe Hybrid	CVT	332	6.0 L V8	19	9.6	156
2009-2014	Chevrolet Tahoe LTZ	6 AT	320	5.3 L V8	14	8.4	144
2015	Chevrolet Tahoe LT	6 AT	355	5.3 L V8	16	7.7	136
2006-2009	Chevrolet TrailBlazer LT	4 AT	291	4.2 L 6	15	9.1	152
2009-2015	Chevrolet Traverse LT	6 AT	281	3.6 L V6	16	7.9	141
2015	Chevrolet Trax	6 AT	138	1.4 L 4 T	25	10.8	130
2007-2008	Chevrolet Uplander LT	4 AT	240	3.9 L V6	18	8.8	135
2011-2015	Chevrolet Volt	1 D	150	1.4 L 4 + E	61**	9.4	136
2011-2014	Chrysler 200 Limited	6 AT	283	3.6 L V6	21	6.8	140
2015	Chrysler 200 C	9 AT	295	3.6 L V6	25	6.9	138
2015	Chrysler 200 Limited	9 AT	184	2.4 L 4	30	9.8	130
2006-2010	Chrysler 300 C	5 AT	340	5.7 L V8	16	6.4	133
2011-2014	Chrysler 300 C	5 AT	363	5.7 L V8	18	6.2	134
2015	Chrysler 300 C	8 AT	363	5.7 L V8	20	6.1	134
2006-2010	Chrysler 300 Touring	4 AT	250	3.5 L V6	19	8.1	136
2012-2015	Chrysler 300 Limited	8 AT	292	3.6 L V6	22	7.4	137
2006-2008	Chrysler Crossfire	6 MT	215	3.2 L V6	22	7.2	125
2006	Chrysler Pacifica	4 AT	250	3.5 L V6	16	9.7	134
2007-2008	Chrysler Pacifica Touring	6 AT	253	4.0 L V6	16	8.6	135
2006-2007	Chrysler PT Cruiser GT conv.	5 MT	220	2.4 L 4 T	22	7.0	131
2006-2009	Chrysler PT Cruiser Ltd.	4 AT	150	2.4 L 4	18	11.6	140
2006-2009	Chrysler PT Cruiser Ltd.	4 AT	180	2.4 L 4 T	20	8.1	143
2006	Chrysler Sebring Ltd. conv.	4 AT	200	2.7 L V6	21	9.4	138
2008-2010	Chrysler Sebring Ltd. conv.	6 AT	235	3.5 L V6	19	8.0	145
2007-2009	Chrysler Sebring Touring	4 AT	189	2.7 L V6	21	8.9	144
2007-2010	Chrysler Sebring Touring	4 AT	173	2.4 L 4	23	10.2	145
2008-2010	Chrysler Town & Country Ltd.	6 AT	251	4.0 L V6	17	8.8	149
2011-2015	Chrysler Town & Country Touring-L	6 AT	283	3.6 L V6	17	8.1	141
2008-2010	Dodge Avenger R/T	6 AT	235	3.5 L V6	20	7.7	140
2011-2013	Dodge Avenger Mainstreet	6 AT	173	2.4 L 4	21	10.3	143
2007-2008	Dodge Caliber R/T (AWD)	CVT	172	2.4 L 4	22	10.3	141
2008-2009	Dodge Caliber SRT4	6 MT	285	2.4 L 4 T	25	6.7	137
2007-2012	Dodge Caliber SXT	CVT	158	2.4 L 4	24	10.5	149
2009-2010	Dodge Challenger R/T	6 MT	370	5.7 L V8	18	5.9	142
2011-2014	Dodge Challenger R/T	6 MT	376	5.7 L V8	19	6.5	130
2015	Dodge Challenger R/T Plus	6 MT	375	5.7 L V8	20	5.5	119
2006-2010	Dodge Charger R/T	5 AT	340	5.7 L V8	17	6.0	131
2015	Dodge Charger (V8)	8 AT	370	5.7 L V8	20	6.1	128
2006-2010	Dodge Charger SXT	5 AT	250	3.5 L V6	19	8.2	131
2011-2012	Dodge Charger (base)	5 AT	292	3.6 L V6	21	7.5	134
2012-2015	Dodge Charger SXT Plus	8 AT	292	3.6 L V6	22	7.4	134
2006-2011	Dodge Dakota SLT	5 AT	230	4.7 L V8	14	9.0	145
2013	Dodge Dart Rallye	6 seq	160	1.4 L 4 T	29	8.6	131
2013	Dodge Dart SXT	6 AT	160	2.0 L 4	27	11.0	127
2014-2015	Dodge Dart SXT	6 AT	184	2.4 L 4	27	9.3	127
2006-2007	Dodge Durango Limited	5 AT	335	5.7 L V8	12	7.6	155
2008-2009	Dodge Durango SLT	5 AT	335	5.7 L V8	13	7.4	144
2011-2013	Dodge Durango Crew	5 AT	360	5.7 L V8	14	8.1	140
2011-2013	Dodge Durango Crew	5 AT	290	3.6 L V6	17	9.4	144
2014-2015	Dodge Durango Limited	8 AT	290	3.6 L V6	18	8.3	134
2006-2007	Dodge Grand Caravan SXT	4 AT	205	3.8 L V6	17	10.1	140
2008-2010	Dodge Grand Caravan SXT	6 AT	197	3.8 L V6	16	10.3	154
2009-2010	Dodge Journey SXT	6 AT	235	3.5 L V6	16	8.8	139
2011-2015	Dodge Journey Lux	6 AT	283	3.6 L V6	16	8.1	139
2006-2008	Dodge Magnum SXT	4 AT	250	3.5 L V6	19	8.8	138
2007-2011	Dodge Nitro SLT	4 AT	210	3.7L V6	16	9.1	142
2006	Dodge Ram 1500 SLT	5 AT	345	5.7 L V8	11	7.7	152
2007-2008	Dodge Ram 1500 SLT	5 AT	345	5.7 L V8	13	7.9	153
2009-2011	Dodge Ram 1500 SLT	5 AT	390	5.7 L V8	14	7.6	137
2013-2015	Ram 1500 Big Horn	8 AT	395	5.7 L V8	15	7.1	141
2014-2015	Ram 1500 Big Horn	8 AT	240	3.0 L V6 TD	20	9.5	143
2007-2009	Dodge Ram 2500 Laramie	6 AT	350	6.7 L 6 TD	13	9.1	176
2010-2012	Dodge Ram 2500 Laramie	6 AT	350	6.7 L 6 TD	13	9.6	149
2006	Dodge Stratus SXT	4 AT	150	2.4 L 4	21	10.4	131
2006-2007	Dodge Viper SRT10	6 MT	510	8.3 L V10	15	4.2	113
2012-2015	Fiat 500 Sport	5 MT	101	1.4 L 4	33	11.3	134
2012-2015	Fiat 500c Pop	5 MT	101	1.4 L 4	34	11.0	129
2013-2015	Fiat 500 Abarth	5 MT	160	1.4 L 4 T	28	8.0	125
2014-2015	Fiat 500L Easy	seq 6	160	1.4 L 4 T	27	9.5	132
2013-2015	Ford C-MAX Energi	CVT	195	2.0 L 4 + E	47**	8.1	136
2013-2015	Ford C-MAX Hybrid SE	CVT	188	2.0 L 4	37	8.4	138
2007-2010	Ford Edge SEL	6 AT	265	3.5 L V6	16	8.3	147
2011-2014	Ford Edge SEL	6 AT	285	3.5 L V6	18	8.1	134
2012-2014	Ford Edge SEL (FWD)	6 AT	247	2.0 L 4 T	21	8.9	132
2015	Ford Edge (2.0 EcoBoost)	6 AT	245	2.0 L 4 T	21	8.8	132
2006-2007	Ford Escape Hybrid	CVT	155	2.3 L 4	26	10.7	141

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MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2006-2007	Ford Escape XLT	4 AT	200	3.0 L V6	18	10.2	144
2008	Ford Escape XLT	4 AT	200	3.0 L V6	19	10.5	161
2009-2012	Ford Escape XLT	6 AT	240	3.0 L V6	19	7.9	141
2009-2012	Ford Escape XLT	6 AT	171	2.5 L 4	21	10.0	141
2013-2015	Ford Escape SE	6 AT	173	1.6 L 4 T	22	9.9	133
2013-2015	Ford Escape Titanium	6 AT	231	2.0 L 4 T	22	8.2	134
2006	Ford Expedition Eddie Bauer	4 AT	260	5.4 L V8	12	10.5	154
2007-2014	Ford Expedition EL Eddie Bauer	6 AT	300	5.4 L V8	13	9.1	154
2015	Ford Expedition EL	6 AT	365	3.5 L V6 T	14	7.2	136
2006-2010	Ford Explorer XLT	5 AT	210	4.0 L V6	15	9.7	152
2006-2010	Ford Explorer Eddie Bauer	6 AT	292	4.6 L V8	14	8.3	154
2011-2015	Ford Explorer XLT	6 AT	290	3.5 L V6	18	7.9	135
2007-2009	Ford Explorer Sport Trac XLT	5 AT	210	4.0 L V6	14	10.6	146
2006	Ford F-150 XLT	4 AT	300	5.4 L V8	14	8.3	149
2007-2008	Ford F-150 XLT	4 AT	300	5.4 L V8	13	8.8	153
2009-2010	Ford F-150 XLT	6 AT	310	5.4 L V8	14	8.2	138
2011-2014	Ford F-150 XLT	6 AT	360	5.0 L V8	15	7.8	142
2011-2014	Ford F-150 XLT	6 AT	365	3.5 L V6 T	15	7.7	142
2015	Ford F-150 XLT	6 AT	365	3.5 L V6 T	16	7.2	139
2015	Ford F-150 XLT	6 AT	325	2.7 L V6 T	17	7.0	137
2007-2009	Ford F-250 Lariat	5 AT	350	6.4 L V8 TD	10	9.8	159
2011-2015	Ford F-250 Lariat	6 AT	400	6.7 L V8 TD	16	8.7	157
2011-2015	Ford Fiesta SES hatch.	5 MT	120	1.6 L 4	32	10.7	134
2011-2015	Ford Fiesta SE sedan	seq 6	120	1.6 L 4	33	10.9	142
2014-2015	Ford Fiesta SE	5 MT	123	1.0 L 3 T	35	9.0	125
2014-2015	Ford Fiesta ST	6 MT	197	1.6 L 4 T	29	7.3	118
2006-2007	Ford Five Hundred SEL (AWD)	CVT	203	3.0 L V6	20	8.7	144
2006-2007	Ford Five Hundred SEL (FWD)	6 AT	203	3.0 L V6	21	8.7	147
2009-2012	Ford Flex SEL	6 AT	262	3.5 L V6	17	9.0	144
2010-2012	Ford Flex Limited	6 AT	355	3.5 L V6 T	17	6.5	140
2013-2015	Ford Flex SEL	6 AT	287	3.5 L V6	18	8.5	141
2006-2007	Ford Focus ZX3 S	5 MT	130	2.0 L 4	28	8.6	149
2006-2007	Ford Focus ZX4 SES	4 AT	136	2.0 L 4	24	10.1	128
2006-2007	Ford Focus ZX4 ST	5 MT	151	2.3 L 4	26	8.0	143
2006-2007	Ford Focus ZX5	4 AT	130	2.0 L 4	24	10.6	137
2006-2007	Ford Focus ZXW SE	4 AT	130	2.0 L 4	23	10.8	136
2008-2011	Ford Focus SES	4 AT	132	2.0 L 4	26	10.1	137
2008-2011	Ford Focus SES	5 MT	132	2.0 L 4	29	9.0	137
2012-2015	Ford Focus SE	seq 6	160	2.0 L 4	28	9.2	141
2012-2014	Ford Focus SE SFE	seq 6	159	2.0 L 4	31	8.5	129
2012-2015	Ford Focus SEL hatch.	seq 6	160	2.0 L 4	28	9.3	137
2012-2015	Ford Focus Electric	1 D	143	electric	107*	10.2	140
2013-2015	Ford Focus ST	6 MT	252	2.0 L 4 T	25	6.6	122
2006-2007	Ford Freestar SEL	4 AT	201	4.2 L V6	17	9.2	137
2006-2007	Ford Freestyle SEL	CVT	203	3.0 L V6	18	9.1	142
2006-2009	Ford Fusion SEL	6 AT	221	3.0 L V6	20	8.0	136
2010-2012	Ford Fusion SEL (AWD)	6 AT	240	3.0 L V6	20	8.6	143
2010-2012	Ford Fusion SEL (FWD)	6 AT	240	3.0 L V6	22	7.8	143
2010-2012	Ford Fusion SE	6 AT	175	2.5 L 4	24	9.6	141
2013	Ford Fusion SE	6 AT	173	1.6 L 4 T	25	8.9	129
2014-2015	Ford Fusion SE	6 AT	181	1.5 L 4 T	24	9.2	125
2013-2015	Ford Fusion Titanium	6 AT	231	2.0 L 4 T	22	7.4	130
2010-2012	Ford Fusion Hybrid	CVT	191	2.5 L 4	34	8.9	142
2013-2015	Ford Fusion SE Hybrid	CVT	188	2.0 L 4	39	8.3	140
2006-2009	Ford Mustang Prem. conv.	5 AT	210	4.0 L V6	20	7.5	139
2011-2014	Ford Mustang Prem.	6 MT	305	3.7 L V6	24	6.2	134
2006-2009	Ford Mustang GT Prem.	5 MT	300	4.6 L V8	20	5.5	131
2010	Ford Mustang GT Prem.	5 MT	315	4.6 L V8	20	5.7	135
2011-2014	Ford Mustang GT Prem. conv.	6 AT	402	5.0 L V8	23	5.5	134
2011-2014	Ford Mustang GT Prem.	6 MT	402	5.0 L V8	22	5.1	129
2015	Ford Mustang GT	6 MT	435	5.0 L V8	19	4.9	121
2015	Ford Mustang (2.3 T)	6 AT	310	2.3 L 4 T	25	6.4	125
2006-2007	Ford Ranger XLT	5 MT	158	3.0 L V6	19	11.2	137
2006-2011	Ford Ranger Sport	5 AT	207	4.0 L V6	16	9.2	151
2006	Ford Taurus SES	4 AT	201	3.0 L V6	22	8.3	154

MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2008-2009	Ford Taurus Limited	6 AT	263	3.5 L V6	18	7.9	138
2010-2012	Ford Taurus Limited	6 AT	263	3.5 L V6	19	7.9	139
2013-2015	Ford Taurus Limited	6 AT	288	3.5 L V6	21	7.2	135
2008-2009	Ford Taurus X Limited	6 AT	263	3.5 L V6	16	8.5	147
2014-2015	Ford Transit Connect XLT	6 AT	169	2.5 L 4	21	10.9	132
2006-2007	Honda Accord Hybrid	5 AT	255	3.0 L V6	25	6.9	130
2014-2015	Honda Accord Hybrid	1 D	196	2.0 L 4	40	7.7	137
2006-2007	Honda Accord EX	5 AT	244	3.0 L V6	23	7.3	142
2008-2012	Honda Accord EX-L	5 AT	268	3.5 L V6	21	7.4	137
2013-2015	Honda Accord EX-L	6 AT	278	3.5 L V6	26	6.3	139
2008-2010	Honda Accord LX-P	5 AT	177	2.4 L 4	23	9.8	140
2008-2010	Honda Accord LX-P	5 MT	177	2.4 L 4	26	8.4	140
2011-2012	Honda Accord LX-P	5 AT	177	2.4 L 4	25	9.2	145
2013-2015	Honda Accord LX	CVT	185	2.4 L 4	30	7.7	136
2006-2011	Honda Civic EX	5 AT	140	1.8 L 4	28	10.1	136
2006-2011	Honda Civic EX	5 MT	140	1.8 L 4	31	8.6	136
2012	Honda Civic EX	5 AT	140	1.8 L 4	29	10.1	137
2013	Honda Civic EX	5 AT	140	1.8 L 4	29	9.7	136
2014-2015	Honda Civic EX	CVT	143	1.8 L 4	30	9.6	128
2012-2013	Honda Civic HF	5 AT	140	1.8 L 4	33	9.7	145
2012-2013	Honda Civic LX	5 AT	140	1.8 L 4	30	9.9	143
2006-2011	Honda Civic Hybrid	CVT	110	1.3 L 4	37	11.7	137
2012-2015	Honda Civic Hybrid	CVT	110	1.5 L 4	40	10.9	145
2006-2011	Honda Civic Si	6 MT	197	2.0 L 4	27	7.0	132
2012-2015	Honda Civic Si	6 MT	201	2.4 L 4	29	7.1	139
2010-2012	Honda Crosstour EX-L	5 AT	271	3.5 L V6	20	7.4	139
2013-2015	Honda Crosstour EX-L	6 AT	278	3.5 L V6	21	7.0	143
2006	Honda CR-V EX	5 AT	160	2.4 L 4	21	10.4	130
2007-2009	Honda CR-V EX	5 AT	166	2.4 L 4	21	10.6	135
2010-2011	Honda CR-V EX	5 AT	180	2.4 L 4	21	9.1	130
2012-2014	Honda CR-V EX	5 AT	185	2.4 L 4	23	9.2	128
2015	Honda CR-V EX	CVT	185	2.4 L 4	24	9.0	134
2011-2015	Honda CR-Z EX	6 MT	122	1.5 L 4	35	9.3	139
2006	Honda Element EX	4 AT	160	2.4 L 4	20	10.5	134
2007-2011	Honda Element EX	5 AT	166	2.4 L 4	21	10.4	140
2007-2008	Honda Fit (base)	5 AT	109	1.5 L 4	32	12.4	140
2007-2008	Honda Fit Sport	5 MT	109	1.5 L 4	34	9.9	134
2009-2013	Honda Fit (base)	5 AT	118	1.5 L 4	30	10.7	132
2009-2013	Honda Fit Sport	5 MT	118	1.5 L 4	33	9.2	136
2015	Honda Fit EX	CVT	130	1.5 L 4	33	10.0	132
2006	Honda Insight	5 MT	73	1.0 L 3	51	11.2	132
2010-2014	Honda Insight EX	CVT	98	1.3 L 4	38	11.8	136
2006-2010	Honda Odyssey EX	5 AT	255	3.5 L V6	19	8.6	136
2011-2013	Honda Odyssey EX-L	5 AT	248	3.5 L V6	19	8.7	143
2014-2015	Honda Odyssey EX-L	6 AT	248	3.5 L V6	21	8.4	136
2006-2008	Honda Pilot EX-L	5 AT	255	3.5 L V6	17	8.2	131
2009-2011	Honda Pilot EX-L	5 AT	250	3.5 L V6	18	9.1	149
2012-2015	Honda Pilot EX-L	5 AT	250	3.5 L V6	18	9.0	144
2006-2014	Honda Ridgeline RTS	5 AT	247	3.5 L V6	15	8.6	149
2006-2009	Honda S2000	6 MT	240	2.2 L 4	25	5.8	126
2006-2011	Hyundai Accent GLS	4 AT	110	1.6 L 4	28	12.5	134
2012-2015	Hyundai Accent GLS	6 AT	138	1.6 L 4	31	10.3	134
2006-2011	Hyundai Accent GS hatch.	5 MT	110	1.6 L 4	30	9.5	153
2012-2015	Hyundai Accent SE hatch.	6 MT	138	1.6 L 4	32	8.5	136
2006-2008	Hyundai Azera Limited	5 AT	263	3.8 L V6	19	7.1	134
2009-2011	Hyundai Azera Limited	5 AT	263	3.8 L V6	20	7.2	140
2012-2015	Hyundai Azera 3.3L	6 AT	293	3.3 L V6	23	7.2	132
2006	Hyundai Elantra GT	4 AT	138	2.0 L 4	24	10.3	133
2007-2010	Hyundai Elantra GLS	4 AT	138	2.0 L 4	27	10.4	138
2008-2010	Hyundai Elantra SE	4 AT	132	2.0 L 4	27	10.4	125
2011-2015	Hyundai Elantra GLS	6 AT	148	1.8 L 4	29	9.5	136
2009-2012	Hyundai Elantra Touring	4 AT	138	2.0 L 4	26	10.6	127
2013-2015	Hyundai Elantra GT	6 AT	148	1.8 L 4	27	9.8	134
2011	Hyundai Equus Signature	6 AT	385	4.6 L V8	19	6.5	140
2010-2011	Hyundai Genesis Coupe Gr. Tour.	6 MT	306	3.8 L V6	23	6.2	138

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MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2009-2011	Hyundai Genesis sedan	6 AT	378	4.6 L V8	20	6.2	136
2009-2011	Hyundai Genesis sedan	6 AT	290	3.8 L V6	21	6.3	125
2012-2014	Hyundai Genesis sedan	8 AT	333	3.8 L V6	22	6.4	135
2015	Hyundai Genesis (AWD)	8 AT	311	3.8 L V6	20	7.2	129
2006	Hyundai Santa Fe GLS	4 AT	170	2.7 L V6	18	10.8	137
2010-2012	Hyundai Santa Fe GLS	6 AT	175	2.4 L 4	20	10.7	134
2013-2015	Hyundai Santa Fe Sport	6 AT	190	2.4 L 4	23	9.7	132
2007-2009	Hyundai Santa Fe Limited	5 AT	242	3.3 L V6	18	8.5	131
2010-2012	Hyundai Santa Fe Limited	6 AT	276	3.5 L V6	20	7.9	133
2013-2015	Hyundai Santa Fe GLS	6 AT	290	3.3 L V6	20	7.6	133
2006-2008	Hyundai Sonata GLS	5 AT	235	3.3 L V6	21	7.5	132
2006-2008	Hyundai Sonata GLS	4 AT	162	2.4 L 4	23	10.5	129
2009-2010	Hyundai Sonata GLS	5 AT	175	2.4 L 4	26	9.8	137
2009-2010	Hyundai Sonata Limited	5 AT	249	3.3 L V6	22	7.4	133
2011-2014	Hyundai Sonata GLS	6 AT	198	2.4 L 4	27	8.2	134
2011-2014	Hyundai Sonata Limited	6 AT	274	2.0 L 4 T	25	6.6	136
2011-2015	Hyundai Sonata Hybrid	6 AT	206	2.4 L 4	33	9.1	148
2015	Hyundai Sonata SE	6 AT	185	2.4 L 4	28	9.2	139
2006-2008	Hyundai Tiburon GT	6 MT	170	2.7 L V6	22	7.9	137
2006-2009	Hyundai Tucson GLS	4 AT	173	2.7 L V6	18	10.1	132
2010-2015	Hyundai Tucson GLS	6 AT	170	2.4 L 4	22	9.7	129
2012-2015	Hyundai Veloster	6 MT	138	1.6 L 4	31	9.2	131
2007-2012	Hyundai Veracruz SE	6 AT	260	3.8 L V6	17	8.6	138
2008-2010	Infiniti EX Journey	5 AT	297	3.5 L V6	18	6.7	130
2006-2008	Infiniti FX35	5 AT	280	3.5 L V6	18	7.4	135
2009-2012	Infiniti FX35	7 AT	303	3.5 L V6	18	6.8	133
2011-2012	Infiniti G25 Journey	7 AT	218	2.5 L V6	24	8.5	133
2006	Infiniti G35	5 AT	260	3.5 L V6	20	6.8	133
2007-2008	Infiniti G35 Journey	5 AT	306	3.5 L V6	19	5.4	126
2007-2008	Infiniti G35 X	5 AT	306	3.5 L V6	18	5.6	125
2009-2014	Infiniti G37 Journey	7 AT	328	3.7 L V6	21	5.6	126
2009-2014	Infiniti G37 conv.	7 AT	325	3.7 L V6	20	6.0	135
2013-2015	Infiniti JX, QX60	CVT	265	3.5 L V6	19	8.3	137
2006-2010	Infiniti M35	5 AT	275	3.5 L V6	19	6.9	128
2006-2010	Infiniti M35 X	5 AT	280	3.5 L V6	18	7.0	122
2011-2015	Infiniti M37, Q70	7 AT	330	3.7 L V6	21	5.8	128
2012-2015	Infiniti M35h, Q70	7 AT	360	3.5 L V6	25	5.6	131
2014-2015	Infiniti Q50 Premium (AWD)	7 AT	328	3.7 L V6	21	5.6	126
2011-2015	Infiniti QX56, QX80	7 AT	400	5.6 L V8	15	6.9	139
2006-2008	Jaguar S-Type 4.2	6 AT	294	4.2 L V8	19	6.3	129
2009-2010	Jaguar XF Luxury	6 AT	300	4.2 L V8	20	6.4	133
2013-2015	Jaguar XF 3.0 (AWD)	8 AT	340	3.0 L V6 SC	21	5.7	130
2006-2009	Jaguar XJ8 Vanden Plas	6 AT	294	4.2 L V8	19	7.1	133
2011-2015	Jaguar XJL	6 AT	385	5.0 L V8	19	5.5	138
2006-2009	Jaguar XK8	6 AT	300	4.2 L V8	19	7.0	128
2006-2008	Jaguar X-Type 3.0	5 AT	227	3.0 L V6	19	7.8	136
2014-2015	Jeep Cherokee Latitude	9 AT	184	2.4 L 4	22	10.9	138
2014-2015	Jeep Cherokee Limited	9 AT	271	3.2 L V6	21	7.7	133
2006-2009	Jeep Commander Limited	5 AT	330	5.7 L V8	13	7.3	148
2007-2010	Jeep Compass Sport	CVT	172	2.4 L 4	22	10.1	143
2011-2013	Jeep Compass Latitude	CVT	172	2.4 L 4	22	10.3	145
2006-2007	Jeep Grand Cherokee Laredo	5 AT	235	4.7 L V8	14	8.8	142
2008-2010	Jeep Grand Cherokee Laredo	5 AT	305	4.7 L V8	15	7.6	139
2011-2013	Jeep Grand Cherokee Ltd..	5 AT	360	5.7 L V8	14	7.9	138
2011-2013	Jeep Grand Cherokee Laredo	5 AT	290	3.6 L V6	18	9.1	139
2014-2015	Jeep Grand Cherokee Ltd.	8 AT	290	3.6 L V6	18	8.0	134

MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2014-2015	Jeep Grand Cherokee Ltd.	8 AT	240	3.0 L V6 TD	24	8.6	132
2006	Jeep Liberty Limited	5 AT	160	2.8 L 4 CDI	18	12.4	140
2006-2007	Jeep Liberty Sport	4 AT	210	3.7 L V6	15	9.2	139
2008-2012	Jeep Liberty Sport	4 AT	210	3.7 L V6	16	9.2	150
2007-2008	Jeep Patriot Limited	CVT	172	2.4 L 4	20	10.8	146
2009-2010	Jeep Patriot Sport	CVT	172	2.4 L 4	22	9.6	142
2011-2013	Jeep Patriot Latitude	CVT	172	2.4 L 4	21	10.3	141
2015	Jeep Renegade (2.4)	9 AT	180	2.4 L 4	24	9.9	130
2006	Jeep Wrangler Unlimited	4 AT	190	4.0 L 6	14	10.3	151
2007-2011	Jeep Wrangler UnLtd. Sahara	4 AT	205	3.8 L V6	15	10.7	150
2012-2015	Jeep Wrangler UnLtd. Sahara	5 AT	285	3.6 L V6	17	8.9	151
2006	Kia Amanti	5 AT	200	3.5 L V6	18	9.1	143
2007-2009	Kia Amanti	5 AT	264	3.8 L V6	18	7.3	142
2014-2015	Kia Cadenza	6 AT	293	3.3 L V6	22	7.2	132
2011-2013	Kia Forte EX hatch.	6 AT	156	2.0 L 4	26	9.8	141
2010-2013	Kia Forte Koup SX	6 MT	173	2.4 L 4	27	7.6	128
2010	Kia Forte EX sedan	4 AT	156	2.0 L 4	28	10.3	137
2014-2015	Kia Forte LX	6 AT	148	1.8 L 4	28	10.1	128
2006-2008	Kia Optima EX	5 AT	162	2.4 L 4	23	9.2	136
2006-2008	Kia Optima EX	5 AT	185	2.7 L V6	21	8.6	141
2009-2010	Kia Optima EX	5 AT	194	2.7 L V6	22	9.1	139
2009-2010	Kia Optima LX	5 AT	175	2.4 L 4	25	9.2	134
2011-2015	Kia Optima LX	6 AT	200	2.4 L 4	25	8.6	143
2011-2015	Kia Optima SX	6 AT	274	2.0 L 4 T	24	6.6	142
2006-2011	Kia Rio LX	4 AT	110	1.6 L 4	28	12.8	132
2012-2015	Kia Rio EX	6 AT	138	1.6 L 4	30	9.5	138
2006-2011	Kia Rio5 SX hatch.	5 MT	110	1.6 L 4	30	10.0	152
2012-2015	Kia Rio EX hatch.	6 AT	138	1.6 L 4	29	9.9	136
2007-2009	Kia Rondo LX	5 AT	182	2.7 L V6	21	9.6	140
2006-2010	Kia Sedona EX	5 AT	244	3.8 L V6	17	9.0	141
2011-2012	Kia Sedona EX	6 AT	271	3.5 L V6	18	8.3	144
2015	Kia Sedona	6 AT	276	3.3 L V6	20	8.0	133
2006-2007	Kia Sorento LX	4 AT	192	3.5 L V6	15	9.5	144
2008-2009	Kia Sorento LX	5 AT	242	3.3 L V6	17	8.0	138
2011-2013	Kia Sorento EX	6 AT	276	3.5 L V6	20	7.6	136
2011	Kia Sorento LX	6 AT	175	2.4 L 4	20	10.3	140
2012-2013	Kia Sorento LX	6 AT	191	2.4 L 4	20	10.4	136
2014-2015	Kia Sorento EX	6 AT	290	3.3 L V6	20	7.6	135
2010-2011	Kia Soul Plus	4 AT	142	2.0 L 4	25	9.8	135
2012-2013	Kia Soul Plus	6 AT	164	2.0 L 4	26	8.6	149
2014-2015	Kia Soul Plus	6 AT	164	2.0 L 4	26	8.8	127
2006-2009	Kia Spectra EX	4 AT	138	2.0 L 4	25	11.4	144
2006-2009	Kia Spectra EX	5 MT	138	2.0 L 4	28	9.5	144
2006-2010	Kia Sportage EX	4 AT	173	2.7 L V6	18	11.3	148
2011-2015	Kia Sportage LX	6 AT	176	2.4 L 4	22	10.3	137
2012-2015	Kia Sportage SX	6 AT	260	2.0 L 4 T	21	7.1	135
2015	Land Rover Discovery Sport	9 AT	240	2.0 L 4 T	21	8.6	136
2008-2013	Land Rover LR2 SE	6 AT	230	3.2 L 6	18	9.1	128
2006-2009	Land Rover LR3 SE	6 AT	300	4.4 L V8	13	9.1	134
2010-2013	Land Rover LR4	6 AT	375	5.0 L V8	15	7.1	129
2006-2009	Range Rover Sport HSE	6 AT	300	4.4 L V8	14	9.4	131
2014-2015	Range Rover Sport HSE	8 AT	340	3.0 L V6 SC	18	6.5	137
2014-2015	Range Rover HSE	8 AT	340	3.0 L V6 SC	17	6.7	137
2011-2015	Lexus CT 200h Premium	CVT	134	1.8 L 4	40	11.0	133
2006	Lexus ES 330	5 AT	225	3.3 L V6	22	7.9	132
2007-2012	Lexus ES 350	6 AT	272	3.5 L V6	23	6.4	131
2013-2015	Lexus ES 350	6 AT	268	3.5 L V6	25	6.7	139
2013-2015	Lexus ES 300h	CVT	200	2.5 L 4	36	8.2	140
2007-2011	Lexus GS 450h Hybrid	CVT	340	3.5 L V6	23	5.9	136
2006	Lexus GS 300 (AWD)	6 AT	245	3.0 L V6	20	7.4	133
2013-2015	Lexus GS 350	6 AT	306	3.5 L V6	21	6.2	137
2006-2009	Lexus GX 470	5 AT	235	4.7 L V8	15	8.0	135
2010-2015	Lexus GX 460	6 AT	301	4.6 L V8	17	7.5	136
2006-2013	Lexus IS 250	6 AT	204	2.5 L V6	24	7.7	131
2014-2015	Lexus IS 250 (AWD)	6 AT	204	2.5 L V6	21	8.7	138
2010-2013	Lexus IS 250 conv.	6 AT	204	2.5 L V6	23	8.1	129
2006	Lexus LS 430	5 AT	290	4.3 L V8	19	7.1	134
2007-2015	Lexus LS 460L	8 AT	380	4.6 L V8	21	6.2	140
2015	Lexus NX Hybrid	CVT	194	2.5 L 4	29	8.9	136
2015	Lexus NX	6 AT	235	2.0 L 4 T	24	7.5	132
2006	Lexus RX 330	5 AT	230	3.3 L V6	18	8.8	134

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MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2007-2009	Lexus RX 350	5 AT	270	3.5 L V6	19	7.3	130
2010-2015	Lexus RX 350	6 AT	275	3.5 L V6	21	7.3	136
2006-2008	Lexus RX 400h	CVT	268	3.3 L V6	23	7.4	146
2010-2015	Lexus RX 450h	CVT	295	3.5 L V6	26	7.7	135
2006-2010	Lexus SC 430	6 AT	288	4.3 L V8	21	6.5	127
2015	Lincoln MKC Reserve (2.3L)	6 AT	285	2.3 L 4 T	19	7.8	125
2009-2010	Lincoln MKS	6 AT	273	3.7 L V6	20	7.4	137
2010-2012	Lincoln MKS (AWD)	6 AT	355	3.5 L V6 T	18	6.0	139
2013-2015	Lincoln MKS	6 AT	304	3.7 L V6	20	7.1	137
2010-2012	Lincoln MKT EcoBoost	6 AT	355	3.5 L V6 T	18	6.4	137
2007-2010	Lincoln MKX	6 AT	265	3.5 L V6	16	8.2	149
2011-2015	Lincoln MKX	6 AT	305	3.7 L V6	18	7.6	138
2006	Lincoln Zephyr	6 AT	221	3.0 L V6	20	8.0	136
2007-2009	Lincoln MKZ	6 AT	263	3.5 L V6	20	6.9	134
2010-2012	Lincoln MKZ	6 AT	263	3.5 L V6	20	7.3	142
2013-2015	Lincoln MKZ EcoBoost	6 AT	231	2.0 L 4 T	23	7.4	124
2013-2015	Lincoln MKZ Hybrid	CVT	188	2.0 L 4	34	9.2	129
2008-2014	Lincoln Navigator Ultimate	6 AT	300	5.4 L V8	13	8.8	149
2015	Lincoln Navigator	6 AT	380	3.5 L V6 T	15	7.0	136
2006-2010	Lincoln Town Car Signature	4 AT	239	4.6 L V8	17	8.7	143
2014-2015	Maserati Ghibli S Q4	8 AT	404	3.0 L V6 T	19	5.4	115
2013-2014	Mazda CX-5 Touring	6 AT	155	2.0 L 4	25	10.0	133
2014-2015	Mazda CX-5 Touring	6 AT	184	2.5 L 4	25	8.0	133
2007-2009	Mazda CX-7 Gr. Tour.	6 AT	244	2.3 L 4 T	18	9.1	128
2007	Mazda CX-9 Touring	6 AT	263	3.5 L V6	16	8.7	150
2008-2015	Mazda CX-9 Gr. Tour.	6 AT	273	3.7 L V6	16	8.2	137
2006-2009	Mazda MX-5 Miata Gr. Tour.	6 MT	170	2.0 L 4	27	6.7	121
2010-2015	Mazda MX-5 Miata Gr. Tour.	6 MT	167	2.0 L 4	28	7.0	122
2006-2009	Mazda RX-8	6 MT	238	1.3 L	18	6.7	117
2011-2014	Mazda2 Sport	5 MT	100	1.5 L 4	33	10.3	137
2011-2014	Mazda2 Touring	4 AT	100	1.5 L 4	30	11.1	138
2006-2009	Mazda3 i	5 MT	148	2.0 L 4	30	8.6	132
2006-2009	Mazda3 i	4 AT	148	2.0 L 4	27	9.6	132
2006-2009	Mazda3 s Grand Touring	5 AT	160	2.3 L 4	25	9.5	129
2010-2013	Mazda3 s Sport	5 AT	167	2.5 L 4	25	8.3	132
2010-2013	Mazda3 i Touring	5 AT	148	2.0 L 4	28	9.4	145
2010-2013	Mazda3 i Touring	5 MT	148	2.0 L 4	30	8.6	145
2012-2013	Mazda3 i Touring	6 AT	155	2.0 L 4	32	9.1	139
2014-2015	Mazda3 i Touring	6 AT	155	2.0 L 4	33	8.3	133
2014-2015	Mazda3 i Grand Touring	6 MT	155	2.0 L 4	32	8.2	133
2007-2009	Mazdaspeed3 Gr. Tour.	6 MT	263	2.3 L 4 T	24	6.8	123
2010-2013	Mazdaspeed3 Sport	6 MT	263	2.3 L 4 T	26	6.4	128
2006-2007	Mazda5 Touring	4 AT	157	2.3 L 4	23	10.3	142
2008-2010	Mazda5 Grand Touring	5 AT	153	2.3 L 4	24	10.0	130
2012-2015	Mazda5 Grand Touring	5 AT	157	2.5 L 4	23	9.6	139
2006-2007	Mazda6 wagon s	5 AT	220	3.0 L V6	19	8.8	133
2006-2008	Mazda6 i	4 AT	160	2.3 L 4	23	9.6	130
2009-2013	Mazda6 i Sport	5 AT	170	2.5 L 4	24	9.0	139
2006-2008	Mazda6 s	5 AT	220	3.0 L V6	20	8.1	132
2009-2013	Mazda6 s Grand Touring	6 AT	272	3.7 L V6	20	6.8	133
2014-2015	Mazda6 Sport	6 AT	184	2.5 L 4	32	7.5	132
2006-2007	Mercedes-Benz C230	7 AT	201	2.5 L V6	22	8.5	127
2008-2011	Mercedes-Benz C300	7 AT	228	3.0 L V6	21	6.8	129
2012-2014	Mercedes-Benz C250	7 AT	201	1.8 L 4 T	24	7.6	131
2015	Mercedes-Benz C300 (AWD)	7 AT	241	2.0 L 4 T	26	6.8	136
2014-2015	Mercedes-Benz CLA 250	seq 7	208	2.0 L 4 T	28	6.6	124
2006	Mercedes-Benz CLS500	7 AT	302	5.0 L V8	18	6.1	126
2006-2009	Mercedes-Benz E350	7 AT	268	3.5 L V6	21	6.5	136
2010-2011	Mercedes-Benz E350	7 AT	268	3.5 L V6	19	6.8	139
2012-2015	Mercedes-Benz E350	7 AT	302	3.5 L V6	21	6.3	131
2007-2008	Mercedes-Benz E320 BT	7 AT	208	3.0 L V6 TD	29	8.0	142
2011-2013	Mercedes-Benz E350 BT	7 AT	210	3.0 L V6 TD	26	7.9	132
2014-2015	Mercedes-Benz E250 BT (AWD)	7 AT	195	2.1 L 4 TD	30	8.3	131
2008-2012	Mercedes-Benz GL450	7 AT	335	4.6 L V8	15	7.4	136
2008-2012	Mercedes-Benz GL320/350 BT	7 AT	210	3.0 L V6 TD	19	9.8	137
2013-2015	Mercedes-Benz GL350 BT	7 AT	240	3.0 L V6 TD	20	8.2	136
2015	Mercedes-Benz GLA250	seq 7	208	2.0 L 4 T	26	6.9	128
2010-2012	Mercedes-Benz GLK350	7 AT	268	3.5 L V6	18	7.0	131
2013-2015	Mercedes-Benz GLK350	7 AT	302	3.5 L V6	21	6.1	130
2006-2011	Mercedes-Benz ML350	7 AT	268	3.5 L V6	16	7.8	134
2012-2015	Mercedes-Benz ML350	7 AT	302	3.5 L V6	18	6.8	138
2006-2007	Mercedes-Benz R500	7 AT	302	5.0 L V8	15	7.1	137
2006	Mercedes-Benz S430	5 AT	275	4.3 L V8	18	7.7	135
2007-2011	Mercedes-Benz S550	7 AT	382	5.5 L V8	17	6.0	141
2014-2015	Mercedes-Benz S550 (AWD)	7 AT	449	4.6 L V8 T	18	5.1	128
2007-2012	Mercedes-Benz SL550	7 AT	382	5.5 L V8	17	5.3	126
2006-2008	Mercedes-Benz SLK350	6 MT	268	3.5 L V6	21	6.2	118
2012-2015	Mercedes-Benz SLK250	6 MT	201	1.8 L 4 T	26	7.0	115
2006-2009	Mercury Grand Marquis LSE	4 AT	239	4.6 L V8	16	8.0	140
2009-2012	Mercury Mariner Hybrid	CVT	177	2.5 L 4	26	10.7	147
2006-2009	Mercury Milan (base)	5 AT	160	2.3 L 4	23	9.5	144
2006	Mini Cooper (base)	5 MT	115	1.6 L 4	30	9.6	137
2007-2013	Mini Cooper (base)	6 MT	118	1.6 L 4	33	9.1	125
2014-2015	Mini Cooper Base	6 AT	134	1.5 L 3 T	31	8.3	133
2007-2013	Mini Cooper S	6 MT	172	1.6 L 4 T	30	7.2	137
2014-2015	Mini Cooper S	6 MT	189	2.0 L 4 T	30	7.2	130
2006-2008	Mini Cooper S conv.	6 MT	168	1.6 L 4 SC	25	7.1	122
2009-2014	Mini Cooper S conv.	6 MT	172	1.6 L 4 T	30	7.5	128
2008-2013	Mini Cooper Clubman (base)	6 AT	118	1.6 L 4	29	10.5	128
2011-2015	Mini Cooper Countryman S	6 AT	184	1.6 L 4 T	26	8.3	135
2006-2012	Mitsubishi Eclipse GS	5 MT	162	2.4 L 4	23	9.3	139
2006-2012	Mitsubishi Eclipse GT conv.	5 AT	260	3.8 L V6	19	6.8	135
2006-2011	Mitsubishi Endeavor XLS	4 AT	215	3.8 L V6	17	8.2	137
2006-2012	Mitsubishi Galant ES	4 AT	160	2.4 L 4	23	9.1	139
2006-2009	Mitsubishi Galant GTS	4 AT	230	3.8 L V6	20	7.2	144
2012-2015	Mitsubishi i-MiEV SE	1 D	63	electric	111*	14.7	132
2006-2007	Mitsubishi Lancer LS	4 AT	120	2.0 L 4	26	11.0	140
2008-2015	Mitsubishi Lancer ES	CVT	152	2.0 L 4	25	9.8	144
2006	Mitsubishi Lancer Evo	5 MT	271	2.0 L 4 T	20	5.3	119
2008-2015	Mitsubishi Lancer Evo GSR	5 MT	291	2.0 L 4 T	21	5.8	126
2009-2015	Mitsubishi Lancer Ralliart	seq 6	237	2.0 L 4 T	20	6.5	133
2014-2015	Mitsubishi Mirage ES	CVT	74	1.2 L 3	37	12.1	138
2006	Mitsubishi Outlander XLS	4 AT	140	2.4 L 4	20	11.6	137
2008-2013	Mitsubishi Outlander LS	CVT	168	2.4 L 4	22	10.1	137
2008-2013	Mitsubishi Outlander XLS	6 AT	220	3.0 L V6	19	8.3	132
2014-2015	Mitsubishi Outlander SE	CVT	166	2.4 L 4	23	10.8	130
2011-2015	Mitsubishi Outlander Sport SE	CVT	148	2.0 L 4	23	9.6	137
2006-2008	Nissan 350Z Gr Tour. conv.	6 MT	287	3.5 L V6	20	6.2	124
2009-2014	Nissan 370Z Touring coupe	6 MT	332	3.7 L V6	23	5.3	120
2006	Nissan Altima 2.5 S	4 AT	175	2.5 L 4	23	8.9	144
2007-2009	Nissan Altima 2.5 S	CVT	175	2.5 L 4	25	8.1	134
2010-2012	Nissan Altima 2.5 S	CVT	175	2.5 L 4	26	8.3	129
2013-2015	Nissan Altima 2.5 S	CVT	182	2.5 L 4	31	8.2	140
2008-2011	Nissan Altima Hybrid	CVT	198	2.5 L 4	32	7.6	136

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MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2006	Nissan Altima 3.5 SE	4 AT	230	3.5 L V6	20	7.1	128
2007-2009	Nissan Altima 3.5 SE	CVT	270	3.5 L V6	23	6.4	136
2010-2012	Nissan Altima 3.5 SR	CVT	270	3.5 L V6	24	6.5	128
2013-2015	Nissan Altima 3.5 SL	CVT	270	3.5 L V6	24	6.3	133
2006-2011	Nissan Armada LE	5 AT	317	5.6 L V8	13	7.2	132
2012-2015	Nissan Armada Platinum	5 AT	317	5.6 L V8	13	7.2	142
2009-2014	Nissan Cube 1.8 S	CVT	122	1.8 L 4	28	10.0	149
2006-2015	Nissan Frontier LE	5 AT	261	4.0 L V6	15	7.9	142
2011-2015	Nissan Juke SV	CVT	188	1.6 L 4 T	24	7.9	139
2011-2015	Nissan Leaf SL	1 D	107	electric	106*	10.3	136
2006	Nissan Maxima 3.5 SE	5 AT	265	3.5 L V6	21	6.8	137
2007-2008	Nissan Maxima 3.5 SL	CVT	255	3.5 L V6	21	6.8	135
2009-2014	Nissan Maxima 3.5 SV	CVT	290	3.5 L V6	22	6.2	128
2006-2007	Nissan Murano SL	CVT	245	3.5 L V6	19	8.0	134
2009-2014	Nissan Murano SL	CVT	265	3.5 L V6	19	7.6	136
2015	Nissan Murano	CVT	260	3.5 L V6	21	7.7	131
2006-2012	Nissan Pathfinder LE	5 AT	270	4.0 L V6	15	8.0	143
2013-2015	Nissan Pathfinder SL	CVT	260	3.5 L V6	18	7.7	137
2006	Nissan Quest 3.5 SL	4 AT	240	3.5 L V6	18	9.9	148
2007-2009	Nissan Quest 3.5 SE	5 AT	235	3.5 L V6	18	8.4	141
2011-2015	Nissan Quest SL	CVT	260	3.5 L V6	19	8.4	143
2008-2013	Nissan Rogue SL	CVT	170	2.5 L 4	22	8.9	137
2014-2015	Nissan Rogue SV	CVT	170	2.5 L 4	24	9.5	134
2007-2012	Nissan Sentra SE-R Spec V	6 MT	200	2.5 L 4	30	7.3	139
2006	Nissan Sentra GXE	4 AT	126	1.8 L 4	26	10.9	150
2007-2009	Nissan Sentra 2.0 S	CVT	140	2.0 L 4	26	9.6	149
2010-2012	Nissan Sentra 2.0 SL	CVT	140	2.0 L 4	27	9.7	135
2013-2015	Nissan Sentra SV	CVT	130	1.8 L 4	29	9.7	129
2006-2011	Nissan Titan SE	5 AT	317	5.6 L V8	13	7.3	139
2012-2013	Nissan Titan SV	5 AT	317	5.6 L V8	14	7.2	142
2007-2009	Nissan Versa 1.8 S hatch.	6 MT	122	1.8 L 4	29	9.5	163
2007-2012	Nissan Versa 1.8 SL hatch.	CVT	122	1.8 L 4	28	10.1	145
2014-2015	Nissan Versa Note SV	CVT	109	1.6 L 4	31	10.9	135
2008-2009	Nissan Versa 1.8 S sedan	4 AT	122	1.8 L 4	27	10.3	141
2010-2011	Nissan Versa 1.8 S sedan	4 AT	122	1.8 L 4	27	10.3	137
2012-2015	Nissan Versa SV sedan	CVT	109	1.6 L 4	32	10.6	140
2006-2015	Nissan Xterra S	5 AT	261	4.0 L V6	17	7.7	135
2006	Pontiac G6 (base)	4 AT	201	3.5 L V6	21	8.1	146
2006-2009	Pontiac G6 (base)	4 AT	169	2.4 L 4	22	9.4	145
2007-2009	Pontiac G6 GT sedan	4 AT	224	3.5 L V6	20	7.7	143
2007-2009	Pontiac G6 GT conv.	4 AT	222	3.9 L V6	18	8.1	136
2008-2009	Pontiac G8 GT	6 AT	361	6.0 L V8	17	5.7	129
2006-2008	Pontiac Grand Prix GT2	4 AT	200	3.8 L V6	20	8.3	153
2006	Pontiac GTO	6 MT	350	5.7 L V8	17	5.5	143
2006-2009	Pontiac Solstice	5 MT	177	2.4 L 4	23	7.2	133
2006-2008	Pontiac Vibe (base)	4 AT	126	1.8 L 4	27	10.7	144
2009-2010	Pontiac Vibe (base)	4 AT	132	1.8 L 4	29	10.1	139
2006-2012	Porsche 911 Carrera S	6 MT	355	3.8 L 6	20	4.4	113
2014-2015	Porsche 911 Carrera S	7 MT	400	3.8 L 6	23	4.1	108
2006-2012	Porsche Boxster (base)	5 MT	240	2.7 L 6	22	6.5	112
2013-2015	Porsche Boxster (base)	6 MT	265	2.7 L 6	23	6.1	112
2008-2010	Porsche Cayenne S	6 AT	385	4.8 L V8	15	7.0	142
2011-2015	Porsche Cayenne (base)	8 AT	300	3.6 L V6	19	7.8	134
2015	Porsche Macan S	seq 7	340	3.0 L V6 T	19	6.4	130
2010-2015	Porsche Panamera S	seq 7	400	4.8 L V8	20	5.5	116
2006-2008	Saab 9-3 Aero	6 AT	255	2.8 L V6 T	20	6.4	131
2006-2011	Saab 9-3 2.0T sedan	5 AT	210	2.0 L 4 T	23	8.0	131
2006-2011	Saab 9-3 2.0T conv.	5 AT	210	2.0 L 4 T	24	8.2	132
2006-2009	Saab 9-5 (base)	5 AT	260	2.3 L 4 T	21	7.2	128
2011	Saab 9-5 Turbo4 Premium	6 AT	220	2.0 L 4 T	22	8.4	136
2007	Saturn Aura XE	4 AT	224	3.5L V6	20	8.1	140
2008-2009	Saturn Aura XR	6 AT	252	3.6L V6	20	6.6	137
2008-2009	Saturn Aura XE	6 AT	169	2.4 L 4	24	9.4	137
2006-2007	Saturn Ion 3	4 AT	140	2.2 L 4	25	9.2	130
2007-2008	Saturn Outlook XR	6 AT	275	3.6 L V6	16	8.8	142
2006	Saturn Relay 3	4 AT	200	3.5 L V6	17	10.2	136
2007-2009	Saturn Sky Red Line	5 MT	260	2.0 L 4 T	24	6.2	136
2006-2007	Saturn Vue	5 AT	248	3.5 L V6	19	7.9	135
2007	Saturn Vue Green Line	4 AT	170	2.4 L 4	24	10.9	149
2008-2009	Saturn Vue XR	6 AT	257	3.6 L V6	17	8.2	145
2013-2015	Scion FR-S	6 MT	200	2.0 L 4	30	7.2	126
2006-2010	Scion tC	5 MT	160	2.4 L 4	26	8.8	136
2006-2010	Scion tC TRD	5 MT	200	2.4 L 4 SC	26	7.2	136
2011-2013	Scion tC	6 MT	180	2.5 L 4	28	8.8	139
2014-2015	Scion tC (base)	6 AT	179	2.5 L 4	27	8.6	134
2006	Scion xA	5 MT	108	1.5 L 4	31	9.7	135
2006	Scion xA	4 AT	108	1.5 L 4	30	11.1	135
2006	Scion xB	5 MT	108	1.5 L 4	32	10.4	134
2006	Scion xB	4 AT	108	1.5 L 4	30	11.4	134
2008-2015	Scion xB	4 AT	158	2.4 L 4	23	9.4	137
2008-2014	Scion xD	4 AT	128	1.8 L 4	29	9.7	136
2008-2014	Scion xD	5 MT	128	1.8 L 4	34	9.0	136
2008-2015	Smart ForTwo Passion	seq 5	71	1.0 L 3	39	14.6	139
2006-2007	Subaru B9 Tribeca Limited	5 AT	250	3.0 L 6	16	10.0	138
2008-2015	Subaru Tribeca Limited	5 AT	256	3.6 L 6	16	8.6	139
2006	Subaru Baja (base)	4 AT	165	2.5 L 4	20	10.7	138
2013-2015	Subaru BRZ Premium	6 MT	200	2.0 L 4	30	7.2	126
2006-2008	Subaru Forester 2.5X	4 AT	173	2.5 L 4	22	10.0	135
2009-2010	Subaru Forester 2.5X	4 AT	170	2.5 L 4	22	10.4	134
2009-2010	Subaru Forester 2.5X	5 MT	170	2.5 L 4	24	9.1	134
2011-2013	Subaru Forester 2.5X Premium	4 AT	170	2.5 L 4	22	10.2	139
2014-2015	Subaru Forester 2.5i Premium	CVT	170	2.5 L 4	26	8.7	127
2007-2008	Subaru Forester 2.5XT	4 AT	224	2.5 L 4 T	20	7.4	133
2009-2013	Subaru Forester 2.5XT Limited	4 AT	224	2.5 L 4 T	20	7.2	135
2006-2007	Subaru Impreza 2.5i	4 AT	173	2.5 L 4	23	10.3	134
2008-2011	Subaru Impreza 2.5i	4 AT	170	2.5 L 4	24	9.5	135
2012-2015	Subaru Impreza Premium	CVT	148	2.0 L 4	27	9.2	129
2008-2011	Subaru Impreza Outback Sport	4 AT	170	2.5 L 4	23	9.8	128
2012-2015	Subaru Impreza Sport Premium	CVT	148	2.0 L 4	26	9.4	127
2006-2007	Subaru Impreza WRX TR	5 MT	230	2.5 L 4 T	22	6.0	136
2008	Subaru Impreza WRX	5 MT	224	2.5 L 4 T	24	6.3	128
2009-2014	Subaru Impreza WRX	5 MT	265	2.5 L 4 T	24	5.3	125
2015	Subaru Impreza WRX Premium	6 MT	268	2.0 L 4 T	26	6.0	120
2006-2007	Subaru Impreza WRX STi	6 MT	300	2.5 L 4 T	20	5.2	123
2008-2014	Subaru Impreza WRX STi	6 MT	305	2.5 L 4 T	21	5.4	123
2006-2009	Subaru Legacy 2.5 GT Ltd.	5 AT	250	2.5 L 4 T	18	7.5	140
2008-2009	Subaru Legacy 2.5i SE	4 AT	170	2.5 L 4	23	10.8	140
2010-2012	Subaru Legacy 2.5i Premium	CVT	170	2.5 L 4	25	9.7	139
2013-2014	Subaru Legacy 2.5i Premium	CVT	173	2.5 L 4	26	9.1	139
2015	Subaru Legacy 2.5i Premium	CVT	175	2.5 L 4	26	10.2	128
2010-2013	Subaru Legacy 3.6R Limited	5 AT	256	3.6 L 6	22	7.2	132
2006-2009	Subaru Outback 2.5i	4 AT	168	2.5 L 4	21	11.8	141
2010-2012	Subaru Outback 2.5i Limited	CVT	170	2.5 L 4	24	10.7	136
2013-2014	Subaru Outback 2.5i Limited	CVT	173	2.5 L 4	24	10.3	137
2015	Subaru Outback 2.5i Premium	CVT	175	2.5 L 4	24	10.5	133
2006-2009	Subaru Outback 3.0 R VDC Ltd.	5 AT	250	3.0 L 6	19	8.8	137

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MODEL-YEAR RANGE	TESTED MODEL	TRANS	HP	ENGINE	CR'S OVERALL MPG	ACCEL. 0-60 MPH (SEC.)	BRAKING FROM 60 MPH DRY (FT.)
2015	Subaru Outback 3.6R Limited	CVT	256	3.6 L 6	22	7.4	134
2013-2015	Subaru XV Crosstrek Premium	CVT	148	2.0 L 4	26	9.7	130
2014-2015	Subaru XV Crosstrek Hybrid	CVT	160	2.0 L 4	28	10.1	131
2006-2008	Suzuki Forenza S	5 MT	126	2.0 L 4	27	9.5	147
2006-2008	Suzuki Forenza S	4 AT	126	2.0 L 4	24	11.3	147
2006-2008	Suzuki Grand Vitara Premium	5 AT	185	2.7 L V6	18	9.5	138
2009-2012	Suzuki Grand Vitara Premium	4 AT	166	2.4 L 4	19	11.0	137
2010-2012	Suzuki Kizashi SE	CVT	180	2.4 L 4	25	9.3	131
2007-2009	Suzuki SX4 Touring (AWD)	4 AT	143	2.0 L 4	22	12.2	137
2010-2012	Suzuki SX4 Technology (AWD)	CVT	148	2.0 L 4	24	10.3	129
2008-2009	Suzuki SX4 sedan LE	4 AT	143	2.0 L 4	26	10.6	140
2010-2011	Suzuki SX4 sedan LE	CVT	148	2.0 L 4	26	9.7	137
2006	Suzuki XL-7 Touring	4 AT	185	2.7 L V6	17	10.0	145
2007-2009	Suzuki XL-7 Luxury	5 AT	252	3.6 L V6	17	7.7	137
2013-2015	Tesla Model S (85 kWh)	1 D	362	electric	84*	5.6	128
2014-2015	Tesla Model S P85D	1 D	691	electric	87*	3.5	118
2006-2009	Toyota 4Runner SR5	4 AT	239	4.0 L V6	16	8.2	132
2010-2015	Toyota 4Runner SR5	5 AT	270	4.0 L V6	18	7.7	131
2006-2007	Toyota Avalon XLS	5 AT	280	3.5 L V6	22	6.7	139
2008-2010	Toyota Avalon XLS	6 AT	268	3.5 L V6	24	7.1	140
2011-2012	Toyota Avalon Limited	6 AT	268	3.5 L V6	23	7.1	141
2013-2015	Toyota Avalon Limited	6 AT	268	3.5 L V6	24	7.0	132
2013-2015	Toyota Avalon Hybrid Limited	CVT	200	2.5 L 4	36	8.2	138
2007-2011	Toyota Camry Hybrid	CVT	187	2.4 L 4	34	8.5	145
2012-2015	Toyota Camry Hybrid XLE	CVT	200	2.5 L 4	38	7.6	133
2006	Toyota Camry LE	5 AT	160	2.4 L 4	24	9.7	147
2007-2009	Toyota Camry LE	5 AT	158	2.4 L 4	24	9.6	139
2010-2011	Toyota Camry LE	6 AT	169	2.5 L 4	26	9.4	142
2012-2015	Toyota Camry LE	6 AT	173	2.5 L 4	27	8.4	130
2007-2011	Toyota Camry XLE	6 AT	268	3.5 L V6	23	7.1	137
2012-2015	Toyota Camry XLE	6 AT	268	3.5 L V6	26	6.4	136
2006-2008	Toyota Camry Solara SLE	5 AT	225	3.3 L V6	21	7.5	130
2006-2008	Toyota Corolla LE	4 AT	130	1.8 L 4	29	9.8	140
2009-2013	Toyota Corolla LE	4 AT	132	1.8 L 4	32	9.9	136
2009-2013	Toyota Corolla (base)	5 MT	132	1.8 L 4	32	9.0	136
2014-2015	Toyota Corolla LE Plus	CVT	132	1.8 L 4	32	9.9	138
2007-2009	Toyota FJ Cruiser	5 AT	239	4.0 L V6	17	8.0	138
2006-2007	Toyota Highlander Limited	5 AT	230	3.3 L V6	19	8.8	137
2008-2013	Toyota Highlander Limited	5 AT	270	3.5 L V6	18	8.0	139
2014-2015	Toyota Highlander XLE	6 AT	270	3.5 L V6	20	7.5	134
2006-2007	Toyota Highlander Hybrid Limited	CVT	268	3.3 L V6	22	7.4	148
2008-2010	Toyota Highlander Hybrid Limited	CVT	270	3.3 L V6	24	8.2	140
2011-2013	Toyota Highlander Hybrid Limited	CVT	280	3.5 L V6	27	7.6	140
2014-2015	Toyota Highlander Hybrid Limited	CVT	280	3.5 L V6	25	8.3	138
2008-2015	Toyota Land Cruiser	6 AT	381	5.7 L V8	14	7.3	140
2006	Toyota Matrix XR (AWD)	4 AT	130	1.8 L 4	24	12.0	136
2009-2013	Toyota Matrix S	5 AT	158	2.4 L 4	27	8.3	132
2006-2009	Toyota Prius	CVT	110	1.5 L 4	44	10.5	143
2007-2009	Toyota Prius Touring	CVT	110	1.5 L 4	42	10.6	133
2010-2015	Toyota Prius Four	CVT	134	1.8 L 4	44	10.6	133
2012-2015	Toyota Prius Plug-in Advanced	CVT	134	1.8 L 4 + E	47**	10.6	139
2012-2015	Toyota Prius C Two	CVT	99	1.5 L 4	43	11.3	135
2012-2015	Toyota Prius V Three	CVT	134	1.8 L 4	41	10.7	138
2006-2012	Toyota RAV4 Limited	5 AT	269	3.5 L V6	22	6.7	135
2006-2008	Toyota RAV4 (base)	4 AT	166	2.4 L 4	23	9.8	132
2009-2012	Toyota RAV4 (base)	4 AT	179	2.5 L 4	23	10.0	130
2013-2015	Toyota RAV4 XLE	6 AT	176	2.5 L 4	24	9.0	135
2006-2007	Toyota Sequoia Limited	4 AT	240	4.7 L V8	15	9.7	146
2008, 2010-2015	Toyota Sequoia Limited	6 AT	381	5.7 L V8	15	7.1	146
2011-2013	Toyota Sienna LE	6 AT	187	2.7 L 4	20	10.3	134
2006	Toyota Sienna XLE	5 AT	230	3.3 L V6	19	8.6	142
2008-2010	Toyota Sienna XLE	5 AT	266	3.5 L V6	19	7.8	138
2011-2015	Toyota Sienna XLE	6 AT	266	3.5 L V6	20	8.8	134
2008-2010	Toyota Sienna XLE (AWD)	5 AT	266	3.5 L V6	18	7.7	138
2011-2015	Toyota Sienna XLE (AWD)	6 AT	266	3.5 L V6	19	8.5	139
2006-2011	Toyota Tacoma (base)	5 AT	239	4.0 L V6	17	7.6	131
2012-2015	Toyota Tacoma (base)	5 AT	236	4.0 L V6	17	7.9	139
2006	Toyota Tundra SR5	4 AT	240	4.7 L V8	14	8.8	136
2008-2015	Toyota Tundra SR5	6 AT	381	5.7 L V8	15	6.7	153
2009-2015	Toyota Venza V6	6 AT	268	3.5 L V6	20	6.9	137
2007-2009	Toyota Yaris 2-dr hatch.	5 MT	106	1.5 L 4	34	9.3	163
2009-2011	Toyota Yaris 4-dr hatch.	4 AT	106	1.5 L 4	30	10.9	130
2012-2015	Toyota Yaris LE 4-dr hatch.	4 AT	106	1.5 L 4	32	10.8	137
2007-2009	Toyota Yaris sedan	4 AT	106	1.5 L 4	33	11.4	139
2010-2011	Toyota Yaris sedan	4 AT	106	1.5 L 4	32	10.7	129
2012-2013	VW Beetle 2.5L	5 MT	170	2.5 L 5	26	8.6	131
2014-2015	VW Beetle 1.8T	6 AT	170	1.8 L 4 T	27	8.4	136
2009-2012	VW CC Luxury	6 AT	200	2.0 L 4 T	24	7.7	131
2013-2015	VW CC Sport	seq 6	200	2.0 L 4 T	26	7.5	133
2008-2015	VW Eos Lux	seq 6	200	2.0 L 4 T	25	7.9	135
2010-2014	VW Golf TDI	6 MT	140	2.0 L 4 TDI	38	9.4	132
2010-2014	VW Golf 2.5	6 AT	170	2.5 L 5	24	8.6	131
2015	VW Golf SE	6 AT	170	1.8 L 4 T	28	8.7	130
2006-2009	VW GTI	6 MT	200	2.0 L 4 T	25	6.7	134
2010-2014	VW GTI	6 MT	200	2.0 L 4 T	27	7.2	133
2015	VW GTI	6 MT	210	2.0 L 4 T	29	6.6	132
2006-2010	VW Jetta 2.5	6 AT	150	2.5 L 5	24	9.4	140
2011-2013	VW Jetta SE (2.5)	6 AT	170	2.5 L 5	25	9.7	144
2014-2015	VW Jetta SE (1.8T)	6 AT	170	1.8 L 4 T	30	8.5	137
2012-2015	VW Jetta GLI Autobahn	6 MT	200	2.0 L 4 T	27	7.2	132
2006	VW Jetta TDI	seq 6	100	1.9 L 4 TD	34	12.2	140
2009-2010	VW Jetta TDI	seq 6	140	2.0 L 4 TD	33	9.8	137
2011-2014	VW Jetta TDI	seq 6	140	2.0 L 4 TD	34	9.5	130
2013-2015	VW Jetta Hybrid SE	seq 7	170	1.4 L 4	37	8.1	138
2009-2014	VW Jetta SportWagen TDI	6 MT	140	2.0 L 4 TD	36	9.7	139
2009-2014	VW Jetta SportWagen SE	6 AT	170	2.5 L 5	23	9.3	137
2006-2010	VW Passat 2.0T	6 AT	200	2.0 L 4 T	24	7.7	135
2012-2013	VW Passat SE (2.5)	6 AT	170	2.5 L 5	25	9.7	136
2014-2015	VW Passat SE (1.8T)	6 AT	170	1.8 L 4 T	28	8.6	129
2006-2008	VW Passat 3.6	6 AT	280	3.6 L V6	22	6.8	135
2012-2014	VW Passat TDI SE	seq 6	140	2.0 L 4 TD	37	9.8	132
2007-2008	VW Passat wagon 3.6 (AWD)	6 AT	280	3.6 L V6	20	7.0	138
2008	VW R32	seq 6	250	3.2 L V6	22	6.4	134
2006-2009	VW Rabbit S	6 AT	170	2.5 L 5	24	8.5	128
2009-2010	VW Routan SEL	6 AT	251	4.0 L V6	16	8.6	147
2009-2011	VW Tiguan SEL	6 AT	200	2.0 L 4 T	20	8.6	137
2012-2015	VW Tiguan SEL	6 AT	200	2.0 L 4 T	21	8.5	140
2006	VW Touareg	6 AT	220	3.2 L V6	15	11.9	147
2008-2010	VW Touareg 2	6 AT	280	3.6 L V6	15	8.5	143
2011-2015	VW Touareg TDI	8 AT	225	3.0 L V6 TD	24	8.4	135
2008-2013	Volvo C30 T5 2.0	6 MT	227	2.5 L 5 T	25	7.2	143
2006-2013	Volvo C70 T5	5 AT	227	2.5 L 5 T	21	8.3	133
2006-2011	Volvo S40 2.4i	5 AT	168	2.4 L 5	23	9.4	135
2006-2009	Volvo S60 2.5T	5 AT	208	2.5 L 5 T	22	7.9	140
2012-2014	Volvo S60 T5	6 AT	250	2.5 L 5 T	23	6.7	134
2015	Volvo S60 T5 Drive-E	8 AT	240	2.0 L 4 T	25	7.9	128
2008-2013	Volvo S80 3.2	6 AT	235	3.2 L 6	20	8.6	139
2006-2011	Volvo V50 T5	5 AT	218	2.5 L 5 T	20	8.5	139
2015	Volvo V60 Cross Country	6 AT	250	2.5 L 5 T	21	8.1	127
2010-2015	Volvo XC60 T6	6 AT	281	3.0 L 6 T	17	7.4	132
2008-2015	Volvo XC70	6 AT	235	3.2 L 6	18	8.5	135
2006-2007	Volvo XC70	5 AT	208	2.5 L 5 T	19	9.0	143
2006-2011	Volvo XC90 V8	6 AT	311	4.4 L V8	16	7.6	136
2013-2014	Volvo XC90	6 AT	240	3.2 L 6	17	9.6	136

PHOTOS: LEFT, SHUTTERSTOCK/BIG PANTS PRODUCTION; RIGHT, GETTY IMAGES/DAV &LES JACOBS

How to AVOID A LEMON

A careful evaluation will help you steer clear of a car with hidden problems.

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51 Used-Car History Reports

Even a normally reliable vehicle can become a problem if it's not properly maintained. Worse is the used car that has hidden damage from an accident, flood, or other incident that can affect its performance, safety, or reliability. That's why it's important to thoroughly check out any vehicle you intend to buy. The last thing you want is to pay thousands of dollars for a set of problems someone else is trying to get rid of.

In this chapter, we'll tell you how to begin sizing up a vehicle over the phone by asking the right questions. We'll also show you how to perform a preliminary inspection and test drive, tell you how to check a vehicle's past for hidden problems, and discuss the pros and cons of certified used cars.

By investing a reasonable amount of time up front, you can greatly reduce the chance that you'll end up buying a car that will give you trouble down the road.

ASK THE RIGHT QUESTIONS

When you've found a vehicle or two you're interested in—whether being sold by a dealership or privately—begin sizing up their condition and history over the phone. You can make some copies of the checklist on page 58 to help you keep notes of the conversation. Ask some basic questions. The answers can help you determine whether it's worth a trip to take a closer look, particularly if you're buying from a private party. Break the ice with soft questions such as the car's color, but get specific about its condition, features, and history. Any strange or far-fetched answers should put you on guard.

"How many miles does it have?" If the mileage is higher than 20,000 per year or lower than 5,000, ask why. A high-mileage car used on a long highway commute is better than if it did a lot of short trips or stop-and-go driving. Still, take any "these were all highway miles" claim with a grain of salt. Low mileage is nice, but it is no guarantee of gentle care.

"How is it equipped?" Whether they're listed in the ad or not, ask about key features: transmission type, A/C, antilock brakes, airbags, audio system, cruise control, and the power windows, locks, seats, and mirrors. Double-checking the features could produce some telling comments.

Make sure the wear and tear reflects the mileage. A lot of abuse on a low-mile car should be a red flag.

"What's the car's condition?" Start broad and see where the seller takes it. He or she could bring up something you wouldn't have thought to ask about.

"How about the body and interior?" If these areas weren't covered before, ask about them specifically.

"Has it been in an accident?" If yes, ask about the extent of the damage, the cost of repairs, and the shop that did the work. Don't worry too much about minor scrapes, but think twice about a car that has been in a serious crash.

"Do you have service records?" You want a car that has been well cared for. It should have had maintenance performed at regular manufacturer-specified intervals. Be skeptical if the owner claims to have done the maintenance but can't produce any receipts. Ask for receipts for any new muffler, brakes, tires, or other parts that have

PHOTO: LEFT, GETTY IMAGES/JASON DOLY

been replaced. Repair-shop receipts normally note the car's odometer reading, helping you verify the car's history.

"Has the car been recalled?" Ask if any safety-recall work was performed or, more importantly, still needs to be done. Dealerships keep records of that. Note the mileage when work was performed. See page 90 for more information about recalls and technical service bulletins.

Questions for Private Sellers:

"Have you owned it since it was new?" You want to be able to piece together the car's service history. Be wary about a car that has changed hands several times in a few years.

"Are you the person who drove it the most?" Ideally, you want to meet the car's principal driver, or drivers, to see if they strike you as responsible.

"Why are you selling the car?" Look for a plausible explanation rather than an interesting story. If the answer sounds evasive, be wary.

INSPECT IT CAREFULLY

No matter who you buy from, always look over the vehicle thoroughly and take it to a mechanic for a complete inspection. Dress in old clothes and give the car a good going-over.

Take along a friend for help. Do your inspection in daylight on a dry day, as floodlights can make cars look shiny and hide body defects. The car should be parked on a level surface and shouldn't have been driven for at least an hour before your inspection. The checklist on page 53 can help keep you organized and has room to note any problems.

Exterior

Body condition. Check each panel and the roof looking for scratches, dents, and rust. Watch out for misaligned panels or large gaps, which can indicate either sloppy assembly at the factory or shoddy repair. The paint color and finish should be the same on every body panel.

If you think a dent may have been patched, put a small magnet on it. The magnet won't stick to an area with body filler. If other parts of the car have been repainted, there may be paint adhering to the rubber seals around the hood and trunk lid.

Hyundai Elantra

Minor cosmetic flaws and light scratches are no cause for concern, but rust is. Check the body for blistered paint or rust. Also inspect the wheel wells, the panels beneath the doors, and the door bottoms. Bring a flashlight to look inside the wheel wells for rust.

Open and close each door, the hood, and the trunk. Gently lift and let go of each door, particularly the driver's door. If it seems loose on its hinges, the car has seen hard or long use. Inspect rubber seals for tearing or rot.

Glass. Look carefully at the glass to make sure there are no cracks or large, pocked areas. A small stone chip may not be cause for alarm, though you should bring it up in negotiations. But cracks in the windshield will worsen and lead to a costly repair.

Suspension. Walk around the car to see if it's sitting level. Push each corner down. If the shock absorbers are in good shape, the car should rebound just once, not bounce up and down. Grab the top of each front tire and tug it back and forth. If you feel play in it or hear a clunking sound, the wheel bearings or suspension joints may be shot.

Lights and lenses. Have a friend confirm that all lights are working. Make sure all light lenses and reflectors are intact and not cracked, fogged with moisture, or missing.

Tires. You can tell a lot from the tires. A car with less than, say, 20,000 miles should probably still have its original tires. Be wary of a low-mileage car with new tires; the odometer may have been rolled back. Also check that all four tires are the same. Any different tires may show they have been replaced.

Tread wear should be even across the width of the tread, and the same on the tires on the left and right sides of the car. Ask if the tires have been regularly rotated. If not, the wear is usually more severe on the drive wheels.

Aggressive drivers tend to put heavy wear on the outside shoulder of the front tires, at the edge of the sidewall. Assume the car has been driven hard if that area shows heavier wear.

Tires that have been driven while overinflated tend to wear more in the middle than on the sides. Chronically underinflated tires show more wear on the sides. Cupped tires—those worn unevenly along the tread's circumference—may be a sign of a problem with the steering, suspension, or brakes.

Tires must have at least 1/16 inch of tread to be legal. Check the tread depth with a tread-depth tool—available at auto-parts stores—or a quarter. Insert the quarter into the tread groove, with Washington's head down. If you can see the top of his head, the tire should be replaced.

Examine the sidewalls for scuffing, cracks, or bulges, and look for dents or cracks on each wheel. Be sure to check that the spare is in good shape and the proper jack and lug wrench are present.

Interior

It's the inside of a car that may matter most since that's where you'll spend the

majority of the time you own the car.

Odor. When you first open the car door, sniff the interior. A musty, moldy, or mildewy smell could indicate water leaks. Remove the floor mats and check for wet spots on the carpet. An acrid smell may indicate that the car was used by a smoker. Check the lighter and ashtray for evidence. Some odors, such as mold or smoke, can be very hard to get rid of. If you don't like what you smell, find another car.

Seats. Try out all the seats even if you likely won't sit in the rear. Upholstery shouldn't be ripped or badly worn, particularly in a car with low mileage. Try all the seat adjustments to make sure they work properly and that you can find a good driving position.

Pedals. The rubber on the brake, clutch, and gas pedals gives an indication of use. A car with low miles shouldn't show much wear. Pedal rubber that's worn through in spots—or brand-new—indicates that the car has been driven a lot.

Instruments and controls. Turn the ignition switch, or without starting the engine. You should make sure that all of the warning lights—including the "check engine" light—illuminate for a few seconds and go off when you start the engine. Note if the engine is hard to start when cold and if it idles smoothly. Then try out every switch, button, and lever.

With the engine running, turn on the heater full blast to see how hot it gets, and how quickly. Switch on the air conditioning and make sure it quickly blows cold.

Sound system. Check reception on AM, FM, and satellite radio. If there's a CD player, try loading and ejecting a disc. Bring along your smartphone or MP3 player to test the connection. Try pairing the device via Bluetooth, if the car is so equipped.

Roof. Check the headliner and roof trim for stains or sags to see if water is leaking through ill-fitting doors or windows. If equipped with a sunroof or moonroof, check to see if it opens and closes properly and seals well when shut. Inspect the convertible top for tears by shining a flashlight up into it.

Trunk. Use your nose as well as your eyes. Sniff and look for signs of water entry. See if the carpeting feels wet or smells musty, and check the spare-tire well for water or rust.

Under the Hood

It's best to make these checks with the engine cool. First inspect the general condition of the engine bay. Dirt and dust are normal, but be wary if you see oil splattered about or on the pavement below. Also be on the lookout for a battery covered with corrosion, or wires and hoses hanging loose.

Hoses and belts. Squeeze the various rubber hoses running to the radiator, air conditioner, and other parts. The rubber should be firm and supple, not rock-hard, cracked, or mushy. Feel the drive belts to determine whether they are frayed.

Fluids. The owner's manual will point out where to look to check all fluid levels. Engine oil should be dark brown or black, but not gritty. If the oil is honey-colored, it was just changed. If the dipstick has water droplets on it or shows gray or foamy oil, it could indicate a cracked engine block or blown head gasket, two serious problems.

Transmission fluid should be pinkish, not brown, and smell like oil, with no "burnt" odor. The dipstick shouldn't leave visible metal particles on the rag, another sign of a serious problem.

Check the automatic-transmission fluid with the engine warmed up and running. On some vehicles, the dipstick has two sets of marks for checking when the engine is either cold or warm. Power-steering and brake fluid should be within the safe zone.

Radiator. Look into the plastic reservoir that's connected by a rubber hose to the radiator. The coolant should be greenish or orange, not a milky or rusty color. Greenish stains on the outside of the radiator are a sure sign of pinhole leaks.

Battery. Some "maintenance free" ones have a built-in charge indicator: green usually means the battery is in good shape, while yellow or black usually means it's dying. These reveal the condition of just one cell and may not give an accurate reading on the health of the whole battery.

If the battery has filler caps, wipe off the top with a rag, then carefully pry off or unscrew the caps to look at the liquid level. A low level may mean that the battery has been working too hard. Any competent mechanic can check out the charging system and do a "load test" on the battery.

Under the Vehicle

If you can find where the vehicle is usually parked, look for marks from old puddles of gasoline, oil, coolant, or transmission fluid. Clear water that drips from under the car on a hot day is probably just water condensed from the air conditioner.

Feel the tailpipe for residue. If it's black and greasy, it means burnt oil. Tailpipe smudge should be dry and dark gray. While some rust is normal, heavy rust could mean the vehicle needs a new exhaust system.

If the vehicle is high enough to slide under, you may be able to do some basic checks underneath. (If not, make sure your mechanic checks it.) Spread an old blanket on the ground and look under the engine with a flashlight. If you see oil drips, oily leaks, or green or red fluid on the engine or the pavement beneath the car, it's not a good sign.

On a front-wheel-drive car, examine the constant-velocity-joint boots, which are the round, black-rubber bellows at the ends of the axle shafts. If they are split and leaking grease, assume that the car has bad CV joints, another costly repair.

Structural components with kinks and large dents in the floor pan or fuel tank all indicate a past accident. Welding on the frame suggests a section might have been replaced or cut out to perform repair work. Fresh undercoating may hide recent structural repairs.

Visit Your Mechanic

Before you close the deal, have the car scrutinized by a repair shop that routinely does diagnostic work. A dealer should have no problem lending you the car to have it inspected as long as you leave identification. If a salesperson tells you that an independent inspection is not necessary because the dealership has already done it, insist on having your mechanic look at it. If a private seller is reluctant to let you drive the car to a shop, offer to follow the seller to the shop where the inspection will take place.

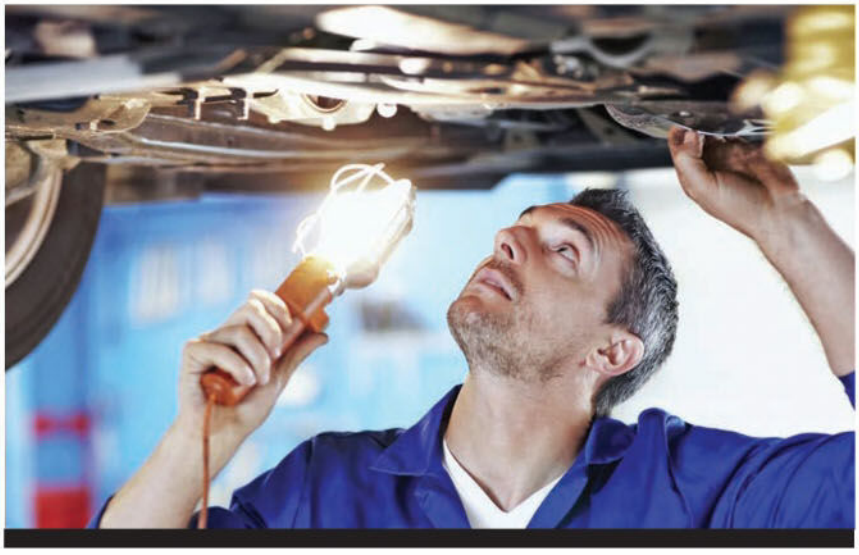
A thorough diagnosis should cost around $100, but check the price in advance. Ask the mechanic for a written report detailing the car's condition, noting any problems found and the cost to repair them. You can then use the report when you begin to negotiate with the seller.

If you don't know of any repair shops, try to get a referral from someone you trust. At a local auto-parts store, you can also ask for the name of a good shop. If you can't get referrals, look on the Yellow Pages website or at the Car Care Council (carcare.org), an organization supported by the auto aftermarket industry. Note that there are no performance criteria for shops listed on the site.

To check for complaints about any shops, research the companies at the Better Business Bureau's website. Members of the American Automobile Association (AAA) can use one of its recommended facilities.

If you're visiting a shop for the first time, look for certificates or window decals from AAA or the National Institute for Automotive Service Excellence (ASE). AAA-certified garages must meet certain quality standards. The ASE grants certificates to mechanics who pass exams in any of eight areas of expertise. The institute does not certify shops as a whole, but if 75 percent of the employees are ASE-certified, the shop can carry the seal.

PHOTO: GETTY IMAGES/KUPICOO



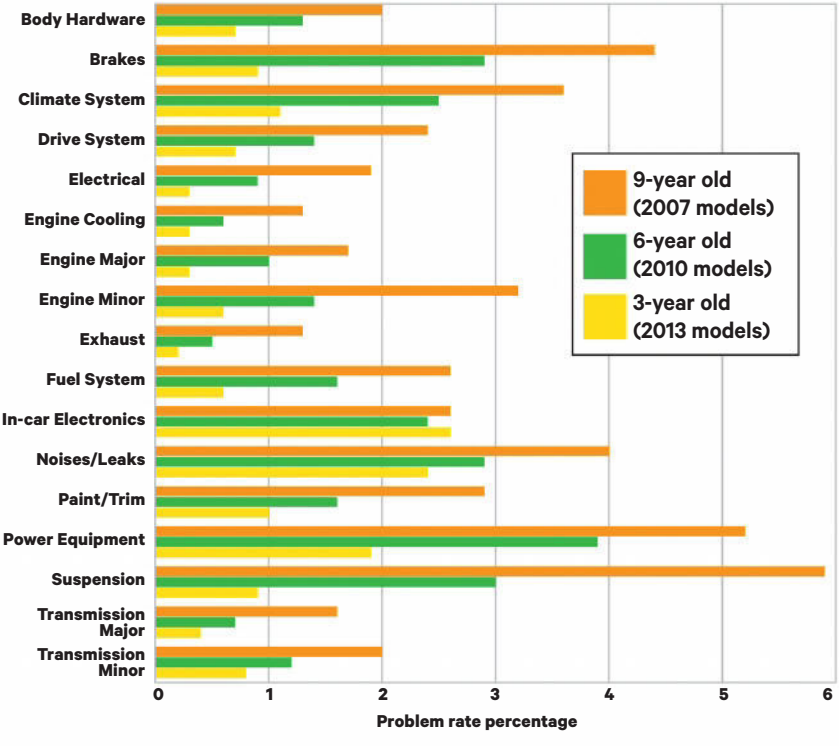
Problems as Cars Age

Even the best cars develop problems as they rack up the miles. Parts wear, break down, and ultimately need replacement, following the natural order for any car. But components wear at different rates, as highlighted in the chart below.

Breaking out the data from our Annual Auto Survey reveals trends among the 17 potential trouble areas. We've sorted the average problem rates at three, six, and nine years, to show the prevalence of some problems and how they increase over time.

Most categories cover multiple subsystems. For example, "Power Equipment," the most frequently cited problem in six- and nine-year-old cars, includes keyless entry, wiper motor and washer, tire pressure monitor, and the alarm and security system. Turn to the Vehicle Profiles, starting on page 96, to see what each trouble spot includes.

TROUBLE SPOTS



THE EFFECTIVE TEST DRIVE

This is your chance to see how the vehicle performs and whether you can detect any problems with its drivetrain, steering, suspension, brakes, or other important systems.

Drive all the vehicles that you're considering on the same day so you can compare them more easily. Try to drive them as long as possible—at least 30 minutes—and over different types of road surfaces and in various driving conditions. Plan your own driving route in advance. A salesperson or private seller may suggest routes that hide or minimize problems.

Try to eliminate as many distractions as possible. Many dealerships may insist on sending someone along with you, and a private seller will certainly want to be present. Because the last thing you need is someone jabbering in your ear while you're trying to concentrate, have a friend or relative engage in conversation with the salesperson or seller.

Following are some of the major things you should concentrate on during your test drive. All cars have different personalities, and it's important to find one that matches yours. Things that might seem insignificant now, such as the shape of the seats, could become major irritants later.

Ride comfort. Is the ride soft, harsh, or somewhere in between? Does the suspension isolate you from the road, or do you feel every bump and ripple? Some suspensions feel comfortable over bumps but tend to be floaty, jouncing up and down a bit after a large bump. Look for a vehicle that feels tight and controlled over bumps, but not harsh.

Ride comfort is determined by a vehicle's suspension, tires, and even its seats, but it's certainly one attribute measured by personal preference. Sporty cars, and even some sedans, have a firm ride, a common trade-off for sharp handling characteristics.

This may not be for everyone. Some buyers who excitedly bought a sporty car regretted it later because the stiff ride seemed to accentuate every little bump in the road. To confirm your preference, drive several comparable vehicles to evaluate the differences. Be sure the ride you experience during your test drive is one you can tolerate for as long as you own the car.

Acceleration. Make sure that the engine provides adequate acceleration when starting from a stop, and that you can merge safely into highway traffic.

Acceleration depends primarily on the engine power, but it is also closely linked to the transmission. A great engine coupled with a mediocre transmission will deliver less-than-stellar performance. Conversely, a fairly small engine can appear much better in combination with a modern, well-designed manual or automatic transmission.

One of the real benefits of a test drive is to see if you like the powertrain. If so, that's great; if not, now is the time to change your selection or keep looking. During your test drives, be sure to try quick acceleration from a stop, and a rolling merge into fast freeway traffic.

Braking. Do the brakes feel responsive without being too jerky? Braking is hard to evaluate thoroughly, but you can do a basic assessment. Feel how the vehicle responds when you depress the pedal, both softly and with more force. It should be smooth, and it should be easy to get just the amount of stopping power you need without the car stopping too quickly or not quickly enough.

Steering and handling. Does the car respond well to quick steering maneuvers? Does it stay on course when driving straight ahead on the highway, or does it need continual corrections? Does the car feel relaxed or too twitchy to be comfortable? And does it stay relatively composed on rough roads?

Vehicle response to quick steering maneuvers is a key factor in avoiding emergency situations, so it's important that you're comfortable with how your vehicle responds. It should be easy and controllable to maneuver along the road. The steering should not be so sensitive that it feels tense and not so slow that it takes a lot of turning to make a maneuver. You should also get good feedback through the steering wheel about what the car is doing on the road. Some steering systems feel numb and disconnected from the road.

While driving slowly, turn the wheel a little right and left to make sure there's not a big dead space in the center. Many vehicles have variable power steering, which makes them feel one way on the highway and another at slow speeds, like trying to maneuver into a tight parking space. You want the steering to

PHOTO: GETTY IMAGES/MARIN TOMAS

feel light at parking speeds, with a firmer and more communicative feel at cruising speeds.

An important note: You can't test a vehicle at its handling and braking limits on a public road to see how it would respond in an emergency situation, such as trying to avoid an accident. For this, see our road-test reports at ConsumerReports.org. We tell you how each car responded to our braking and emergency-handling tests, and give individual Ratings for overall braking and emergency handling.

Quietness. Consider engine, wind, and road noise, as well as squeaks and rattles. Turn off the radio and drive with the windows closed so you can hear what else is going on. Most cars suffer from some background noises. The question is whether the ambient sounds are at a level you can live with.

Engine noise has to do with the quality of the engine as well as its size and configuration. Four-cylinder engines are often the noisiest; V6 and V8 engines are far quieter. If any engine sounds coarse and loud under heavy acceleration or at highway speed, it could become more annoying later. Engines don't get quieter with age.

Wind noise is the next biggest annoyance, and side-view mirrors are the major culprits. Poorly designed mirrors roar and whistle, unlike better-designed ones. You should have little trouble telling which is which during your test drive.

Listen at highway speed for wind noise coming through the roof. Leaky sunroof trim or roof rails may make a whistling sound.

High-performance tires on sporty cars and off-road tires on SUVs and pickup trucks create the most tire noise. It can be annoying, but buyers who want those kinds of tires are usually willing to put up with the noise. The test drive is a good way to determine your tolerance level.

Visibility. This takes into account a number of design factors, such as seating position, mirror effectiveness, and body design. It can vary greatly, even among similar vehicles. Several back-to-back test drives will quickly show which have the best visibility. And don't forget to check behind you when reversing. See page 14 for more about backup safety and blind zones.

THE PROBLEM OF SALVAGE VEHICLES

Repairing and reselling "salvage" vehicles is a very large business. About one million salvage vehicles are returned to the road each year, according to the National Association of Consumer Advocates (NACA), an organization of attorneys who represent consumers victimized by fraudulent or abusive business practices.

While it is possible to restore such a vehicle to good condition, rebuilders often cut costs to make a profit. Even if they try to do a good job, no one can predict the crashworthiness and mechanical reliability of the vehicles.

Similar issues affect the estimated 60,000 vehicles that are repurchased by manufacturers under state lemon-law programs. Many are resold at retail. Lemons usually don't have the severe problems you'd expect with salvage cars. But it can be very difficult to verify that a chronic defect has been corrected.

State laws differ, sometimes considerably, on what they define as salvage vehicles and on how—or even if—those vehicles need to be inspected and buyers informed before resale. Your state DMV can explain how to spot a salvage title.

Consumer Reports found that differing standards have led to interstate trafficking of salvage and lemon vehicles. Even if titles of former lemon and salvage vehicles are conspicuously branded or labeled as such, those who buy a used car from a dealership often never see the previous title.

If you've unknowingly purchased a salvage vehicle or recycled lemon, contact your state consumer and motor vehicle officials. You can check with NACA (naca.net), which keeps a list of lawyers who specialize in such cases.

Before you buy, check to see what protection your state offers and what's required of the seller. The Federal Trade Commission requires used-car dealers to post a "buyer's guide" on every used car, which details in writing all warranty information. Keep this after the sale.

USED-CAR HISTORY REPORTS

Used-car buyers are increasingly dependent on vehicle-history reports to make sure that they're not getting a vehicle that was crashed, stolen, flooded, or subjected to any other calamities. Many dealerships give free history reports to consumers. Those reports provide useful information, but it's what they can miss that should worry you.

To test the veracity of history reports, in 2009 we ordered them for dozens of vehicles advertised at such websites as eBay Motors and eRepairables.com. The ads included photos showing smashed or missing body panels or other accident-related damage, along with Vehicle Identification Numbers (VIN).

Many reports returned "clean" results, sometimes from all five services: CarFax (carfax.com), AutoCheck (autocheck.com), the free VINCheck from the National Insurance Crime Bureau (nicb.org), and two services with information from the federal government's National Motor Vehicle Title Information System database (nmvtis.gov).

Not all of the vehicles we investigated had been damaged recently. We first checked some in 2006, largely with the same results. In some cases for those vehicles, the earlier accidents were since added to the history reports, a problem if you paid top dollar for a used car based on an earlier "clean" report and now want to sell it.

We found that the reports were most likely to be incorrect for vehicles that had serious damage, but for various reasons were not declared a total loss.

"Salvage," or a similar notation on the title, is required by many states for vehicles with extensive damage. Wrecks can maintain clean titles if the vehicle

doesn't have collision insurance, is self-insured as with many rental and fleet vehicles, or has damage falling below the "total loss" threshold, which can vary by state.

Clean-title wrecks, especially those with clear history reports, are popular at auctions because buyers can repair the vehicles and then resell them to unsuspecting consumers.

CarFax and AutoCheck guarantee they'll buy back any vehicle a customer bought based on an erroneous report they provided. But there are gotchas.

To take advantage of the program, you'd have to prove the vehicle had a "branded" title, and the information had been on file with a state motor-vehicle agency that provides data to the reporting services. Vehicles branded as "recovered stolen" or "theft" aren't covered. In addition, the guarantees are valid for one year after the report was issued, and apply only if you registered the purchase with the history report provider within 90 days. Finally, vehicles with titles that were branded less than 60 days before the history report was issued, are excluded from coverage. That's because of the delay between the time a title is branded and the event is reported to the reporting services.

Despite the problems, we did find the reports useful. For example, for vehicles that we knew had branded titles, the services usually reliably reported the problem, especially CarFax and AutoCheck, which didn't miss any. Moreover, there were several cases in which damaged vehicles with clean titles were nevertheless flagged by CarFax and AutoCheck based on accident reports the two providers received from some police departments and other agencies.

There's also a good chance that the services will know about a previously branded title, even if a clean one has since been issued. Scammers sometimes patch up wrecks and re-title them in states with less-stringent rules—a process known as "title washing."

We appreciated some of the extras that come with CarFax and AutoCheck, including a list of ownership changes, periodic odometer readings, occasional maintenance records, and details about whether vehicles were ever rentals or leased. Keep in mind we had no way of verifying the information or knowing if anything was omitted.

Vehicle-history reports are nice, but it's what they may miss that should concern you.

And a final reason to get a report: Even if a used car or truck checks out with a mechanic, having an accident or other blemish on a history report—even if it's incorrect—can seriously reduce vehicle's value later when you sell it.

What to Do

Have the vehicle inspected. Just because a report is clean doesn't mean the vehicle has no problems. Some dealers who have provided "clean" reports are using them in court as a defense against charges that they knew a vehicle was a former wreck when they sold it. We also know cases of dealers altering reports that showed problems. So before buying a used car, take it to an independent mechanic to have it checked for any evidence of damage.

Don't skip the test drive. Make note of unusual squeaks or rattles. If a car pulls to one side or tracks poorly, that might hint at previous damage. Check the backs of body panels and doorjambs for paint overspray, a signal that the car might have had bodywork. The smell of mildew or mold could indicate water damage.

Check the title. Always inspect the title document. Look for anything indicating that the vehicle had been wrecked, repurchased under a state "Lemon Law" program, flooded, or had any other problem. Verify that the odometer statement doesn't conflict with the number in the car.

Ask for a history report. CarFax and AutoCheck reports were the most reliable and complete. If the report isn't recent or you suspect it has missing or fabricated information, verify it with the service. Some dealers offer free reports directly from the services.

Read the disclosures. The reporting companies have many disclosures explaining the limits of the information and any guarantees they're providing.

Be redundant. One report might be clean but another might not be. If the seller doesn't provide you with a report, check with the free or inexpensive services first. In our tests, VINCheck wasn't as thorough as commercial reports, but it identified vehicles that had been deemed a total loss.

Because of regulations enacted after our test, National Motor Vehicle Title Information System reports, which cost a few dollars, should find vehicles sold through insurance salvage auctions, including clean-title wrecks. If reports from those sources are clean, consider also getting one from CarFax ($35) and AutoCheck ($30). Along with total-loss information, they might provide warnings about odometer tampering and non-total loss collisions.

Register with the provider. To take advantage of the limited "buyback" guarantees that CarFax and AutoCheck provide, you must register the purchase with the service within 90 days.

Remember, even clean reports from all services don't guarantee the vehicle doesn't have damage or other problems.

Consumer Reports' Used-Car Checklist

VEHICLE DESCRIPTION

Year _____ **Make** _____ **Model** _____ **Trim line** _____

Body: ❒ Sedan ❒ Hatchback ❒ Coupe ❒ Convertible ❒ Wagon ❒ Minivan ❒ Pickup ❒ SUV

Engine: Cylinders _____ Displacement _____(liters) Odometer reading _____

Color: Exterior _____ Interior _____ No. of doors _____ No. of seats _____

Upholstery material: Cloth Leather Vehicle Identification Number (VIN) _____

Owner's name _____ **Town** _____ **Phone number** _____

INSPECTION

EXTERIOR

❒ Shocks and struts rebound just once or twice after bouncing ❒ No play in wheel bearings

Finish: ❒Paint smooth, not peeling or blistered ❒ No dents ❒ No scratches ❒ No rust ❒ Body panels fit well ❒ Color and finish match ❒ No damage evident on underside of hood or trunk

Doors, hood, trunk lid: ❒ Open and close smoothly ❒ Hinges tight ❒ Rubber seals intact

Body condition notes: _____

_____

_____

Lights working: ❒ Front ❒ Rear ❒ Brake ❒ Backup ❒ Fog lights ❒ License plate light(s) ❒ Lenses intact

Tires: ❒ Same brand all around ❒ Wear even ❒ Rims not dented or rusted ❒ Tread depth OK (use quarter test)

Tire size _____

Glass: ❒ No chips or cracks

INTERIOR AND INSTRUMENT PANEL

❒ No musty smell ❒ Carpets OK ❒ Floor mats present ❒ Carpet/ under mats dry ❒ Wear on pedal rubber agrees with odometer ❒ Upholstery in good shape ❒ Seats in good shape ❒ Driving position comfortable

Controls working: ❒ Headlights ❒ Turn signals ❒ Horn ❒ Windshield wiper/washer ❒ Climate system ❒ Air conditioner ❒ Seat heater ❒ Dome/map/panel lights ❒ Window switches ❒ Seat adjustments ❒ Power seat(s) ❒ Sunroof ❒ Power locks ❒ Power mirrors ❒ Key-fob remote ❒ Sound system: ❒ AM ❒ FM ❒ Tape ❒ CD ❒ USB/AUX input

Interior notes: _____

_____

_____

TRUNK

❒ Spare tire OK ❒ Full-sized spare ❒ Limited-service spare ❒ Jack and all tools present ❒ No moisture or rust in trunk or spare-tire well

General condition: _____

_____

_____

_____

_____

ENGINE COMPARTMENT

❒ Wiring-harness plastic armor flexible ❒ Wiring connectors neat ❒ No aftermarket wiring ❒ Rubber hoses supple

Fluids: ❒ Oil OK ❒ Transmission fluid OK ❒ Power steering fluid OK ❒ Brake fluid OK ❒ Radiator coolant greenish OK ❒ Battery liquid/color of "eye" OK ❒ Automatic transmission fluid OK (check with engine running) ❒ Windshield washer fluid OK

UNDERNEATH

❒ No drips beneath car ❒ Constant-velocity boots intact ❒ Tailpipe residue gray, not black or oily ❒ Pipes, muffler, and catalytic converter OK

NOTES FROM MECHANIC'S INSPECTION

_____

_____

_____

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_____

Get Your Car Fixed for (Almost) Free

But you have to know about these "secret warranties" in order to benefit

Nothing's more frustrating to a car owner than a vehicle whose paint starts peeling or whose roof is leaking just a few years after leaving the dealer's lot. Having to make expensive, post-warranty repairs sends a signal to consumers that says: You're getting ripped off.

Fortunately, you can often save hundreds, or even thousands, of dollars in repair bills by taking advantage of special, unadvertised automaker programs that provide free or discounted service work. Though manufacturers often call these programs service actions or customer-satisfaction campaigns, many people refer to them as secret or hidden warranties because they're rarely announced to the public.

Two examples: Owners of 2006 to 2009 Honda Civics may qualify for a free engine block, or even a whole new engine, if their car has been leaking coolant from a crack in the block. Chrysler minivan owners may notice that the front wheel bearings on models from 2008 to 2010 are subject to premature wear, so dealers will replace them for free during a vehicle's first five years or 90,000 miles.

How do these "secret warranties" come about? They usually originate when automakers discover that some component or system in a given model is failing at a greater rate than expected. They learn about the problems from numerous sources, including complaints to their customer-service departments and reports from dealers.

Other tip-offs are an unusual number of warranty claims for a specific problem or a rapid decline in spare-parts inventories.

Programs that offer subsidized or free repairs are usually presented as a "warranty extension," since they last for a specified time and mileage. Occasionally, they're good for a limited number of years from the original purchase date, but have no mileage limit.

They're often enacted in the name of good customer service. Sometimes, though, a free-repair program is instituted as part of the settlement of a class-action lawsuit brought by consumers.

At any given time, you'll find one or two of these out-of-warranty service actions from many manufacturers. Honda, however, and its upscale Acura division, stand out with a half-dozen or more. Because CR's survey data show that Honda and Acura vehicles, in general, are among the most reliable on the road, the company's high number of service campaigns suggests it's been unusually generous to customers.

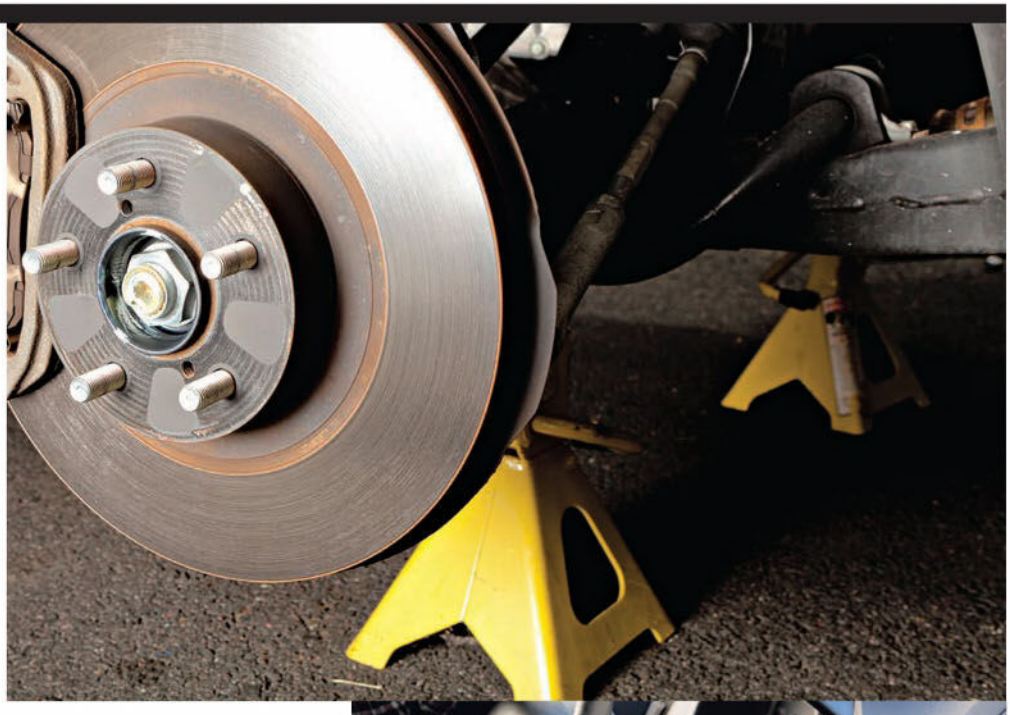
So just how secret are secret warranties? Often, when an automaker initiates a service campaign, it sends a notification letter to all known owners. But second or third owners of that car may not receive it. Even among those who do, the letter may be mislaid or mistakenly thrown away. In other cases, though, there is no advance notice, and car owners find out about it only if a dealer tells them or they discover it on their own.

All of the warranty extensions we've found are included in technical service bulletins (TSB) that automakers send to their dealers' service departments. TSBs usually describe a common problem the automaker has learned about and provide detailed instructions on how the service technician should fix it. However, a small number of TSBs also contain information about special warranties related to the problem

PHOTOS: LEFT, SHUTTERSTOCK/MINERVA STUDIO; RIGHT, SHUTTERSTOCK/WHEEL WELL: KYLE LEE/IGNITION; KRYZHOV

or other remedies the carmaker is offering to owners.

If your car develops a notable problem that's not connected to wear and tear or collision damage, it might be worth checking whether there's a TSB related to it. Even if no warranty extension is offered, a TSB tells you that the problem is well known to the automaker, which could give you more leverage in negotiating a discount on the repair.



THE PROBLEM WITH KEEPING WARRANTIES SECRET

It's easy to understand why carmakers aren't in a hurry to broadcast the existence of a free fix. Usually, only a small percentage of a given model's production run will exhibit the problem. Carmakers don't want tens of thousands of customers who don't have the problem showing up at dealerships, demanding the free repair "just in case."

But the hush-hush approach has several downsides:

- Once the basic warranty has expired, car owners often go to a local, independent repair shop rather than to the dealer. If so, they may end up paying for an expensive repair that could have been done for free.
- Owners may never learn that their problem is a common one that's recognized by the automaker, which could be a key to getting a break on repair costs.
- TSBs can hint at a safety problem that the automaker doesn't want to recognize. That was the case with the faulty ignition switches on Chevrolet Cobalts and other models that General Motors recalled in 2014. General Motors had sent its dealers TSBs about those cars' flimsy switches as early as 2005, but it apparently didn't consider that a noteworthy safety problem at the time. Only after GM was successfully sued did the magnitude of the safety ramifications come to light.

Similarly, Toyota dealers have received two TSBs we know of regarding faulty brakes on the 2007 to 2011 Toyota Camry Hybrid. Toyota is notifying owners of free repairs and offering a fairly generous warranty extension on some brake components.

It's also important to be aware that your car can be repaired free as part of a recall. Unlike a TSB service campaign, official safety recalls are comprehensive, widely publicized and good for the life of the vehicle.

Despite that, the National Highway Traffic Safety Administration estimates that only about 75 percent of the vehicles recalled for a safety defect ever get the repair done. CarFax calculates that about one in seven cars on the road, some 37 million, has an unfulfilled recall.

It's easy to find out whether your car has an open recall. Contact the service department of any franchised dealer, give them your car's VIN, and ask that they check for any recalls. You can also check the automaker's website or SaferCar.gov. Look in the "Owners" section and have your VIN handy.

WHERE TO LEARN MORE

Technical service bulletins can be hard for consumers to come by. You can search for free summaries of them at safercar.gov, the government's auto-safety website. Enter your car's make/model/year in the "Owners" section, and click on the "Service Bulletins" tab.

But be warned, the summaries are often vague. You can order the full TSB text (free up to 100 pages) by mail, though that may take four to six weeks. However, a dealer or repair shop may share them if you ask.

You can also purchase current TSBs for your car from Alldatadiy.com ($26.95/year) or Mitchell 1 DIY at eautorepair.net ($25.99/year).

You can find more information about auto repairs and maintenance on CR's website (consumerreports.org/carrepair). Also, go to ConsumerReports.org/carrecalls to check for any open recalls on your car with plain-English interpretations or the recall prepared by certified mechanics.

CERTIFIED USED CARS

Are They Really Worth the Price Premium?

Dealers tout them, and seemingly savvy buyers look for the label, but does a vehicle that's "certified preowned" really offer an advantage? How thorough is the 100-point inspection that earns a car "certified" status? Or are buyers merely plunking down extra cash for an expensive limited warranty?

By definition, a "certified used car" is one that a manufacturer or dealer has vetted to a set of standards and deemed to be in better operating condition than its peers on the road. In reality, that's not always the case.

Certified used cars tend to cost thousands of dollars more than a typical used car—much of that upcharge is due to an included warranty or service contract. Consumer Reports has historically advised against paying extra for separate warranty coverage, often known as an extended warranty—one of the program's main selling points.

Actuarial data shows that you might be better served saving the cash you're putting into the premium price of a certified preowned (CPO) and using it for a rainy day repair on a traditional used car.

But if your CPO car has a major repair covered within its warranty period, you'll be thankful you have that warranty. And the dealer's inspection of a car for certification might sniff out items that could become big problems later. The inspection also should ensure that any outstanding recalls have been addressed.

Although CPO cars usually come with an extended warranty, dealers will often push buyers toward an extended service contract that covers routine maintenance. Those costs can get expensive as mileage hits major service milestones at 60,000 miles and beyond.

Be wary. There are various degrees of certification. A used car may be advertised as certified, but it may not have the backing of an official automaker certification program. Some dealers certify cars themselves or sell third-party certifications. This type of CPO program brings certain risks. For instance, you could be stuck in a paperwork snarl when it comes time to make a warranty claim, especially if you seek work at another facility. You need to be aware of the differences, and you should ask the dealer to provide official documentation so that you know what kind of warranty you are buying. Also, not all certifications may be transferable from a previous owner to the next owner.

We recommend that you have any used vehicle—certified or not—inspected by a trusted independent mechanic, preferably one experienced in auto-body work. Expect to pay about $100. Not all dealers will let you drive a car off the lot without a chaperone salesman, but a trustworthy dealer should understand your interest in getting an unbiased opinion.

Most important, just because a car is certified does not necessarily mean it is trouble-free. Don't assume that certification means the vehicle hasn't been wrecked, flooded, or suffered other serious damage—or even that it has been properly inspected.

Consumers have taken legal action claiming that certified inspections were not properly performed, or that certified vehicles had serious defects, some of which affected vehicle safety.

Bottom line. We think it's fine to buy a noncertified car and bank any savings. Choose a reliable model and a vehicle that receives your mechanic's approval. If you choose a CPO, be sure to read the fine print on any warranty that is offered to determine whether the vehicle has been certified by a manufacturer, dealer, or third party.

2.3 million

Number of certified preowned vehicles sold in 2014.

$23,200

The average amount paid in 2014 for a car labeled 'certified preowned.'

PHOTOS: CAR, SHUTTERSTOCK; MONEY, NATYKACH NATALIIA; RIGHT, SHUTTERSTOCK/MONKEY BUSINESS IMAGES

USED CAR DISASTERS

Don't Get Stuck With a Problem Vehicle

IT'S EVERY USED-CAR buyer's nightmare: Getting a rebuilt wreck despite doing extensive research.

That's because they're difficult to spot. Even buying a model known for reliability is no guarantee that it won't have problems. That's what Deborah Boulet of Canterbury, Conn., found when she bought a used 2011 Mazda3 and discovered water leaking into its trunk on the day she took delivery. Upon further investigation, her attorney found that the car had been hit by a snowplow and shoddily repaired. Boulet used towels to soak up the water as she fought a legal battle to get the dealership to buy back her car. "I don't trust this car at all anymore, and I drive it as little as possible," she said. "It's been a nightmare."

According to CarFax, a service that provides vehicle history reports, about 20 percent of cars on the road have some sort of accident damage.

Consumer Reports has found that reports from CarFax and its main competitor, AutoCheck, can't catch everything. Differing state laws governing salvage titles allow for loopholes big enough to drive a rebuilt wreck through.

Often, even when a car's title is conspicuously labeled as salvaged, consumers such as Boulet never see it. Ask to see the title before you buy a used car, and be especially wary of any car with a "lost" title.

Though there is no substitute for hiring your own mechanic to inspect any car you're serious about buying, look first for these telltale signs to thin the herd:

> THE CLOSE-UP Inspect each body panel for scratches, dents, or rust. Masking-tape marks under windowsills or fender edges indicate paintwork.

> STRAIGHT AND NARROW Uneven panel gaps around the fenders, doors, hood, and trunk can indicate shoddy repair.

> BLEND WELL Be sure the paint color and finish are uniform, and check inside doorjambs for dull-looking overspray.

> ATTRACTIVE PERSONALITY Run a magnet along doors and fenders. If it doesn't pull toward the car, there may be body filler under the paint, indicating body repairs.

> CRYSTAL CLEAR Check for moisture fogging in the lights.

> TREAD LIGHTLY Make sure the tires have even tread wear. New tires may hide problems.

> RUST BUCKET A coating of rust on bolts or hinges inside the doorjamb is a clue that the car may have been submerged.

> SNIFF TEST A musty, moldy smell in the interior or trunk could indicate water damage.

> CHECK THE TAILPIPE Black, greasy residue inside means the engine is burning oil.

PHOTO: RIGHT, GETTY IMAGES

Protect Yourself When BUYING & FINANCING

Get the right loan and negotiate the best deal on your next car.

60 Watch the Total Cost
60 Understand Your Credit Score
62 Where to Shop for a Loan
63 Financing Alternatives
65 Where to Buy Your Car
67 What's it Really Worth?
67 Negotiate Effectively

There's a huge benefit in comparing loans before you buy your next car. Because the interest on a car loan can be a fairly tidy sum, this research will go a long way to preventing you from spending more than necessary. If you rely on just the dealer's loan programs, you might spend more than you have to. In a profit-making move, some dealerships mark up a loan's interest rate over the rate you're actually qualified for (see "Bumping the Rate" on page 61). This can cost you hundreds of extra dollars. Whether buying from a dealership or a private seller, it's critical to comparison shop for a loan. And getting pre-approved will allow you to jump on a good deal without any lingering red tape to delay the process. In this chapter, we'll show you how and where to compare loans, why it's important to know your credit score before you apply, and the advantages and disadvantages of other auto-financing methods.

WATCH THE TOTAL COST

Ultimately, you want to balance a loan's total cost against an affordable monthly payment. But if you simply concentrate on the payment, you'll increase the chances of ending up with a bad deal. When comparing loans, focus on the annual percentage rate (APR) figure. A lower rate can produce significant long-term savings. For example, a three-year, $15,000 loan at five percent APR would save you nearly $500 overall, compared with the same loan at seven percent. Over a longer-term loan, this hidden cost will multiply.

Another key consideration is that the loan's duration can significantly affect both your monthly payment and the total cost of your financing. A shorter term means higher monthly payments, but less money paid overall.

For example, if you borrow $15,000 at a 6.5 percent APR for 36 months, your monthly payment will be $460, and the total interest will be $1,550. The same loan over 60 months would lower the monthly payment to $293—over $160 less—but increase the interest by $1,060 to a total of $2,610. The higher interest rates often associated with longer term loans are even more costly.

Another concern is that long-term loans lengthen the time before you begin building equity in the vehicle. With a 60-month loan, it may take 18 months of paying or more before the pre-owned car is worth more than you owe.

Subaru Forester

So if you want to trade in or sell the car early, the price you'll get won't cover what you still owe—this is called being "upside down." The same is true if the car were stolen or destroyed. Your insurance payout won't be high enough to cover the balance of your loan.

You can reduce this period by taking a shorter loan. And by making a significant down payment to further avoid being upside down for an extended period of time. When financing a car, we recommend having a trade-in or down payment worth at least 15 percent of the total cost of the vehicle.

UNDERSTAND YOUR CREDIT SCORE

Before applying for a loan, it's wise to check your credit standing. That will give you a good indication of where you stand in the eyes of potential lenders. Many people assume that few car shoppers have good enough credit to qualify for the cheapest, lowest-interest auto loans, but that's not so. According to Experian, one of the big-three credit bureaus, about two-thirds of all new-car auto loans last year were granted to

people with "Prime" or better credit standing, and 44 percent of borrowers were in the highest category, called "Super prime" in Experian's parlance.

You can obtain your credit information from the three big credit-reporting agencies, also called credit bureaus, which monitor consumers' credit information. Besides Experian, the others are Trans-Union and Equifax. They all track your past and present borrowing behavior and also generate a three-digit score that supposedly summarizes your credit-worthiness.

By law, you're entitled to one free report from each of the three major credit bureaus every 12 months. To order your reports visit annualcreditreport.com. When you get your reports, scrutinize them for errors. You can challenge any mistakes you find, and it's smart to correct any misinformation that could hurt your score.

While the reports are free, the scores may not be. For those, you'll wind up paying about $7 each from the credit bureaus themselves and about $20 each from other services.

If you've ever had a bank loan, installment loan, or credit card, information regarding your account will appear on your reports. Among other factors, credit bureaus track your total available credit, current debt, and how much of your available credit you are using. You may also find negative information: late payments, missed payments, judgments, write-offs, and bankruptcies.

Your scores will certainly differ, at least a little, from one agency to another. Each may gather information from a slightly different list of creditors who report your payment activity to them, and they each use different algorithms to turn your credit activity into a score.

Many scores, little control. Credit scores are often generically called FICO scores. That's because a firm called Fair Isaac Company developed the most widely used scoring algorithms, software it sells to the credit-reporting agencies and lenders. Fair Isaac refines its FICO software much as Microsoft trots out successive generations of Windows, Office, and Word. Those algorithms are also tweaked for different lenders for different purposes.

That means that there are many versions of FICO score in circulation, used by mortgage companies, credit-card issuers, auto lenders, and others. Depending on who is pulling a score on you, your credit history may generate more than 60 different scores. You should realize, too, that your credit score fluctuates throughout the year as various loan balances change, you apply for new credit, or close existing accounts. Those are good reasons not to obsess too much on the scoring number and on modest differences you may see between the different scores you might obtain.

When you buy or obtain your free-once-a-year scores from the credit-reporting agencies, what you get is a branded score called a PLUS score, which is a FICO score with some finishing touches incorporated by the agencies. For several reasons, they differ a little bit from one agency to another. Credit bureaus may not all gather the same information on you. And you may see scores that use different scales: 300 to 900, 300 to 850, or similar.

What they are not is the exact score that any given lender may be using to judge your loan application. Lenders

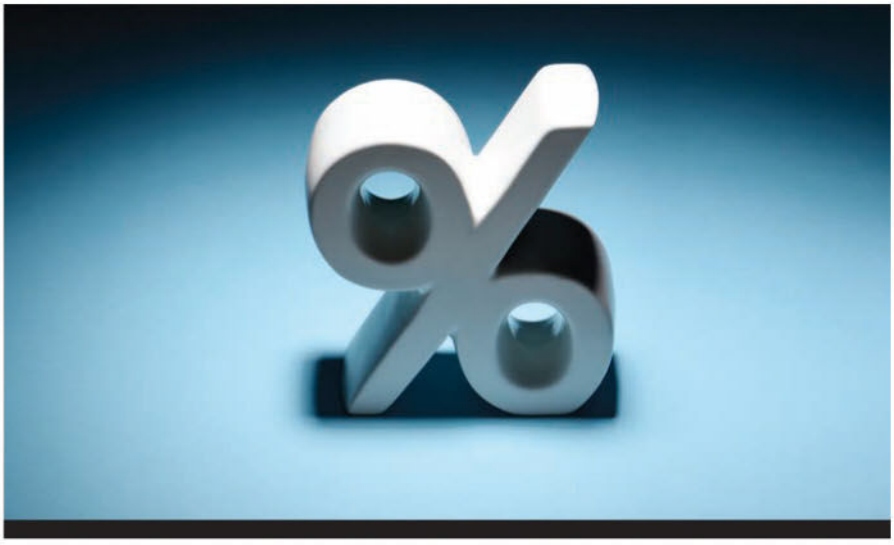


PHOTO: GETTY IMAGES/JORG GREUEL

Bumping the Rate

One way dealerships make additional money on used cars is through an auto financing trick called "interest-rate bumping."

Here's how it works: After reviewing your credit history and score, the finance company or bank used by the dealership determines you are eligible for a loan rate of, say, six percent a year. But the dealership bumps up the rate by as much as three percentage points or more. Moreover, it doesn't have to tell you a lower rate is possible.

This practice, which is allowed by finance companies, pays an incentive to the dealer for this additional profit. On an $18,000 five-year loan, an increase of just three percentage points would add another $1,560 to the cost.

A former salesman told us that if the customer questioned the rate, he would say, "I'm really sorry. It's not up to us; it's up to the bank." Prevent this by shopping for a loan at banks and credit unions before you visit the dealership, so you can compare rates.

A credit score of 680 may be prime in one system and non-prime in another.

buy scoring software from FICO and other providers. The lenders have no obligation to show you the score they are using to judge your credit-worthiness.

Scoring tiers. Lenders typically divide credit scores into tiers, or categories. It might be a simple five-level rating system such as Excellent, Good, Fair, Poor, and Bad. In recent analyses of national consumer credit behavior, Experian has been using these tiers: Super prime (740+), Prime (680-739), Nonprime (620-679), Subprime (550-619), and Deep Subprime (Under 550). The average score of all borrowers in mid-2014 was 681, which is pretty good.

Different providers may separate the categories, or levels, in different places. For instance, a score of 680 might be considered prime in one system, and nonprime in another.

Lenders, however, can divide the point system however they want, according to their own business needs. For auto lenders such as the car companies' financing arms, the amount of your down payment can dramatically change the tier they put you in.

The tier you land in can make a huge difference in the APR you'll pay. Last year, people in the highest tier were paying less than four percent on used-car loans. Conversely, sub-prime borrowers were paying, on average, more than 14 percent–a dramatic difference.

However, the score you obtain with your credit reports is only a rough guide to how a lender will judge your credit-worthiness. Lenders make decisions on whether to approve a loan, how much to lend you, and at what interest rate they quote, based solely on their needs, not yours. And they may consider all sorts of factors, such as your income and work history, that credit bureaus don't even track.

You could have perfectly good credit and some bank might turn you down if it doesn't currently need borrowers with your score. By the same token, you could have lousy credit and still get a loan if the lender wants to make more sub-prime loans.

What many people don't realize is that getting turned down for a loan doesn't hurt your credit score. The credit-reporting agencies only track the applications you make, not the results.

Lenders' "secret" scores. When lenders make various kinds of loans, such as auto loans or home mortgages, they often use scoring models adapted for the purpose, which produce different scores from those you obtain for yourself from the credit bureaus.

In the auto loan area there are, for instance, scoring models called "auto enhanced" or "auto industry" variants. They're based on formulas that give more weight to your past auto finance-specific behavior.

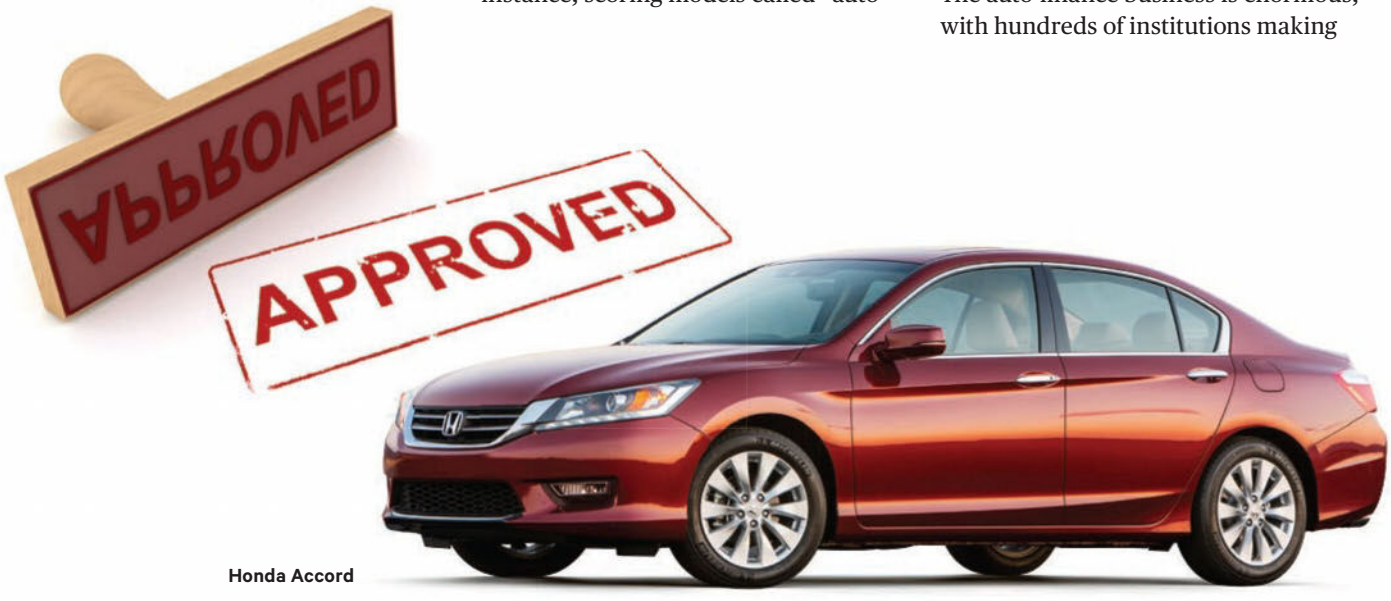
If you've made late payments or defaulted on a car loan it will ding your "auto" score more than otherwise. Similarly, if you've been really good with auto payments, your score could be higher than the one used by a credit-card issuer. An auto lender might not care, for instance, if you're chronically late with your Visa bill, as long as you pay your car loan on time every time.

Consumers, however, have no legal right to see that "auto-adjusted" loan score, putting them at a disadvantage. If the auto score is wildly different from a regular FICO score, consumers can't learn why or do anything about it.

However, if you've had a positive auto-loan history, it's probably safe to assume that your auto-loan score will reflect it. The reverse is also true. If you discover that your credit-bureau report shows negative information about your prior auto-loan performance that isn't true, you should contest that information, both with the credit bureau and with which creditor is bad-mouthing you.

WHERE TO SHOP FOR A LOAN

The auto-finance business is enormous, with hundreds of institutions making



Honda Accord

hundreds of billions of dollars' worth of car loans every year. The largest lenders are big national banks like Bank of America, Capital One, Chase, and Wells Fargo. Other big players are the "captive" finance companies belonging to automakers, such as Toyota Financial Services and Ford Motor Credit.

Some of the best deals come from those captives, especially when the automaker itself is subsidizing the loans. Other lenders include credit unions, local banks, and finance companies. Consumer finance companies are not banks—they don't take deposits—and many of them specialize in making high-interest-rate sub-prime loans. Big names there include Westlake Financial, Credit Acceptance Corp, and Santander, an international bank that has a large consumer-finance division in the U.S.

Here's a rundown on various types of lending institutions:

Banks generally have very specific, conservative loan policies and some of them may only cater to those with better credit standing. As such, those institutions are in a position to offer some very competitive loan rates. Bank offerings vary tremendously, though, and some make more loans to people with marginal credit than others.

Since you probably have a relationship with at least one bank already, a local branch might be a good place to start. Most banks have websites where you can check their current loan rates, but stop by a branch office if you decide to apply for a loan. It's a good way to control where your personal information goes, and by avoiding mistakes or misunderstandings, you might walk out the door with a pretty good offer.

Credit unions operate a bit like banks, but they are usually nonprofits owned by their depositors, with lower operating costs than banks. That lets them lend money at lower rates than banks charge. Many, but not all, credit unions lend money only to their members. However, some make loans to people who don't have deposit accounts with them. The website Credit.com maintains links to several credit unions that make loans to the general public.

Using a credit card cash advance to finance a car purchase is a terrible idea.

Online lenders can be competitive and also very convenient to use. Sites like Lending Tree, BlueHarbor, and E-Loan farm out your request to numerous lenders, netting you several offers. Individual lenders like Capital One and Wells Fargo and their ilk also have online loan operations.

Online financing has a downside, however. It may be difficult to control where the information you provide about yourself goes, and you may be bombarded with email and phone calls from lenders you never heard of or even contacted in the first place.

If you do make an online application, be sure to check for any up-front fees you may have to pay. Also back away from a loan with pre-payment penalties that would make it hard to re-finance in the future. And be sure to check each website's privacy policy before providing personal information. As a precaution if you're not familiar with the lender, check out its site with the Better Business Bureau (bbb.org).

Dealerships arrange loans from automakers, but also work with banks and other independent sources.

One benefit to arranging financing through a dealer is convenience. But often the rates they quote include a markup for the dealership itself, which can make these loans expensive. Armed with offers from some of the other sources we've mentioned, you may be able to negotiate the dealer's initial quote down to something attractive. But you must do your homework.

Also, some dealers advertise that they will work with buyers who are credit risks, but you should count on paying a high APR for the privilege.

FINANCING ALTERNATIVES

Financing through a bank or the dealer is the way most people pay for new vehicles, but it's not the only way. While conventional borrowing may be the most advantageous in the long run, we examine some other payment options.

Paying cash. It's long been an article of faith that paying cash is the cheapest way to finance a car. Write a check once, and you do away with the burden of monthly payments forever. The only downside of pulling money out of your personal till is what's called "opportunity cost." That's the interest or dividends you'll give up on the money you part with, and the opportunity to do something else with it.

In the current low-interest-rate borrowing environment, it could be a game-changer. For people with good credit, borrowed money is cheap right now. They can get bank loans for less than three percent, and car-company subsidized loans are sometimes zero percent. If you're contemplating taking money out of an investment that pays you a reliable five percent, say, then you may be better off borrowing the cheap money.

As always, weigh the total cost of the loan, all the payments including taxes and fees, versus what your capital would be worth if you left it alone. In the case of a subsidized low-interest loan, you'll

PHOTO: LEFT, STAMP, GETTY IMAGES; TOP, GETTY IMAGES/COURTNEY KEATING

WORKSHEET

DOCUMENTING THE DEAL

PURCHASE AGREEMENT

Purchase price	**$**
Less: Trade-in allowance	**$**
Rebate or other cash incentive	**$**
Down payment (due on delivery)	**$**
Deposit	**$**
Equals: Amount to be financed by loan	**$**
Interest rate % (Enter annual percentage rate)	**$**
Loan term (in months)	
Compute: Monthly purchase payment	**$**
Total value of payments $ (over duration of the loan)	**TOTAL**
Odometer reading (at time of purchase)	

Delivery date	**Vehicle**
mm/dd/year	Make, model, and trim line
Signature	**Vehicle Identification**
Dealership sales manager	Number
Your name	**Date**

want to be careful that the cheap financing doesn't mean you can't bargain the price down from the sticker price in order to qualify. In the end, you may find that you're better off with the rebate and hard bargaining than you are with the "free" financing.

Home equity. Mortgage lenders have, for many years, been willing to make additional loans secured by the equity in your home, either as a single sum, a home equity loan, or a home equity line of credit (HELOC), essentially an open-ended line of credit that you can draw on when you want to.

Using the equity in your home as collateral for some other type of spending has two potential benefits: The possibility of lower interest rates, and deducting the interest from your taxes. The tax benefit only counts if you itemize deductions. And for what it's worth, the deduction is capped at $100,000.

However, there are some downsides to this plan. HELOCs are unpredictable because they may have variable rates that can leave you paying more than you anticipated.

But the biggest danger with either option is the risk to your home. With a conventional auto loan, the vehicle itself is the collateral. But with either a home equity loan or HELOC, the

collateral is your home. If something happens and you can't make the payments, your home could be in jeopardy. That's a big risk to take for an auto loan.

401(k) loans. It's possible to borrow money from your 401(k), but check with your plan administrator to see if using the money for a non-essential like a new car is allowed. Usually, such loans are made to cover a medical emergency or a first-home down payment.

One benefit of a 401(k) loan is that interest rates are low—usually the prime rate plus one or two percent. Another is that you're borrowing money from yourself, so the interest you pay goes back into your own kitty.

There are a few significant down sides. The first is opportunity cost—the lost earnings on the capital you withdraw. The repayment, generally limited to five years or less, comes straight out of your paycheck, which may tempt you to reduce your regular 401(k) contribution. If you should lose your job or change plans, you may have to repay the balance in full within 60 days.

Then if you don't repay the loan at all, you face taxes and early-withdrawal penalties. That could put a big dent in your nest egg. To weigh the benefits and consequences, use the Bankrate.com "Should I borrow from my 401(k) plan?" calculator.

Credit cards. You also can purchase a vehicle, at least in part, by using a credit-card draft or cash advance, which works like a personal check. You may have received a draft offer from your credit-card company in the mail, with a letter encouraging you to pay off other credit balances with them.

With low introductory rates and cash-advance fee waivers, it may be tempting to use a credit card to buy a car or to at least come up with a down payment. It's not a good idea. Like a HELOC, this is a revolving line of credit that gives you flexibility in your monthly payments. But card interest rates can climb dramatically once the attractive introductory rate expires.

Read the fine print. The introductory interest rate on your outstanding balance could suddenly pop up a lot. If you're a day late on a single payment, it could rise higher still. A loan like that is possibly the worst way to finance a car.

PHOTO: GETTY IMAGES/ ALEXEY DUDOLADOV

Retail vs. Wholesale Price

To show you the difference between a car's retail and wholesale values, here are the base prices of several high-volume, three-year-old models (with 36,000 miles) as they were listed in recent Consumer Reports Used Car Price Reports.

MODEL	TRIM LEVEL	RETAIL PRICE	WHOLESALE PRICE
Chevrolet Malibu	LS	$14,325	$12,065
Ford F-150	XL Supercab V8 4WD	$26,875	$24,000
Dodge Durango	Crew V6 AWD	$28,375	$25,280
Honda Civic	EX sedan	$17,275	$14,770
Toyota Camry	LE 4-cyl.	$16,225	$13,690

WHERE TO BUY YOUR CAR

Prices can vary substantially depending on mileage, condition, options, the geographic location of the car, and whether you buy it from a large dealer, a small used-car lot, or a private owner.

Once you've decided which models interest you most, the best strategy is to cast a wide net into the used-car market and focus on those models that give you the best combination of features, quality, and price.

There is a far wider range of outlets for a used vehicle than a new one, and both price and vehicle quality can vary.

Here we'll discuss the pros and cons of shopping at different used-car outlets, from traditional dealerships to websites. We'll also show you how to assess a vehicle's true value so you don't end up overpaying. And when you're ready to buy, we'll give you advice on how to negotiate the asking price so you can get the best deal possible.

New-car dealers. Nearly all franchised dealers have a used-car department, which tend to feature late-model vehicles, two or three years old, that often carry the remainder of the original warranty. Many dealers won't bother with cars more than four or five years old, or ones that are difficult to sell, so their stock is fairly up to date.

Auto superstores. Superstores are dealerships with huge lots and scores of cars to sell. CarMax, for instance, is a large chain that sells cars at no-haggle prices. These so-called auto malls have numerous brands under the same roof or sharing the same chunk of real estate, making it easy to compare cars.

Independent used-car dealers. These dealerships are apt to handle any make, and the vehicles can run the gamut from the almost-new to the junker-in-waiting. Some dealers specialize in late-model cars and are affiliated with new-car franchises. If the dealership has been around for a long time and has a good reputation locally, that's a good sign.

Many used-car dealerships can arrange financing for you. Both loan

price and quality tend to be lower than at a new-car dealership. Independent dealers may also specialize in working with customers with a shaky credit history. Such financing is often what's called a sub-prime loan and may carry a very high interest rate. Caution is the watchword. Whether the financing is easy to arrange or not, be extra careful not to get in over your head.

Independent mechanics. Some mechanics have a sideline business selling used cars. They may not have many cars to sell, but prices are often better than those you'll find at a dealership. An added benefit is that the station may have serviced the car throughout its life, giving them knowledge of its repair history. But it's wise to take it elsewhere to have an impartial inspection performed.

Private owners. You can usually get the best price if you buy a car from its previous owner. A private party doesn't have to cover the overhead of a business and frequently just wants to get rid of the vehicle. But an owner may not be aware of trouble signs that a dealership or service station would recognize.

Conversely, many rebuilt salvage vehicles (see page 51), are sold via private sellers who fix up damaged cars on the cheap. In the end, it's critical to have the vehicle thoroughly inspected by an independent mechanic.

Shopping online. Researching and buying used cars online significantly eases the process, as you can search, sort, and investigate the marketplace without leaving home. Used cars aren't necessarily cheaper online, but the web provides an easy way to find out prices for various models for sale in your area. You may find, however, that many offerings are located inconveniently far from home.

Used-car websites typically ask you to fill in some search parameters: The make and model in which you're interested, your price range, and the region (usually based on your ZIP code) where you'd like to shop. Try to limit your search to locations that are easy to reach. You'll get a list of vehicles that fit your criteria, along with a way to contact the seller. Because many sellers are car dealerships, most sites provide direct links to the dealership websites. Many services also let you place a classified ad for selling your old car.

The first rule of car shopping is: don't fall in love! It's a commodity, not a person.

Online auctions (eBay Motors is by far the largest), are another route. The auction system is a little different from standard dickering over price. On eBay, once you enter a bid it's like signing a contract to buy, whether there's a reserve or not. The winning bidder is obligated by the bid, and the seller is obligated to accept it.

If there is a reserve, it must be met or the auction will expire without a transaction. While auctions give you an opportunity to snap up a bargain, it also means you have committed to the deal, unless it turns out that the seller has made some serious misrepresentation. There is, however, a conditional guarantee by the seller and a short-term service agreement of one month or 1,000 miles. You can arrange to have the vehicle inspected through a paid service on the site.

Problems we've noticed with used-car websites include outdated information and the clutter of ads. Some sellers are slow to update their offerings as inventories change, making it a challenge

PHOTO: GETTYIMAGES

to even find available common models. Always make sure the vehicle you're looking for is still available before visiting any seller, whether it's a dealership or a private party.

No matter how much of the transaction you conduct by phone or email, it's important to inspect the vehicle in person and take it for a test drive (see Chapter 3 for details) before you buy.

WHAT'S IT REALLY WORTH?

Whether you are buying from a dealership or a private party, it's important to know a vehicle's current cash value. This depends on a number of factors, including the vehicle's age, mileage, condition, trim level, optional equipment, and even where it's being sold. All used cars have two prices: retail and wholesale.

Retail price. The higher of the two prices, this is what you would expect to pay if you were buying a car at a dealership. If you are buying it from a private seller, you can usually expect to pay a lower price. Retail is also considerably higher than the price you'll receive for your trade-in, because it includes a profit margin for the dealership.

Wholesale price/trade-in value. This is essentially a car's trade-in value to a dealer, who will likely sell it to someone else for profit. Understandably, the trade-in price is much lower than the retail price, and it is unlikely that you will be able to buy a used car for this price.

But it's a figure you should know if you're deciding whether to trade in your vehicle or sell it yourself. (See Chapter 5 for more on selling a used vehicle.)

In the wholesale end of the business, a car can actually command several prices. One is what the dealer offers a customer as a trade-in. Then there's a dealer-to-dealer price when one dealer sells that car to another. If the car goes to a wholesale auction, which many do, then there is an auction price. Every step, the middlemen take a markup and the car acquires a new "value."

Find the book value. The first step in assessing a used vehicle's true worth is to check its book value. This is the figure you'll find in pricing guides and used-car websites, which list a vehicle's base retail value. To get a more accurate figure, you must factor in any options, as well as mileage and condition. Most websites let you do this online and then give you adjusted figures.

You can check ConsumerReports.org as well as Kelley Blue Book (kbb.com), the National Automobile Dealers Association (nadaguides.com), and VMR (vmrintl.com). Printed guides can be found in libraries. Checking several sources will give you more pricing information when you begin haggling with potential buyers.

What are sellers asking? While printed pricing guides and online estimates can give you a general idea, you can often get a better fix on a vehicle's worth by localizing your search, whether it is by checking the classified and dealer ads in local newspapers or classified-ad publications. Sometimes it's difficult to sort out the private sellers from the dealer ads. Look for vehicles similar to your target in terms of model year, mileage, trim level, options, and condition.

You can also check online used-car selling sites like Cars.com, AutoTrader, CarGurus, CarsDirect, or eBayMotors. Online, you can limit searches to your general geographic area and instantly get a listing of nearby cars for sale and their prices. Prices in other regions may vary from those in your area.

Knowing what other sellers of similar vehicles are asking can provide ammunition for you to bid lower on the car you want. Keep in mind that listed prices are the asking prices, not what people are paying. Assume that all such prices are negotiable. One advantage to eBay is that you can check completed auctions for the actual sale prices.

NEGOTIATE EFFECTIVELY

The first rule of buying a car is not to fall in love with any specific one. Cars are commodities, not people. The used-car market is huge, and in every category there is more than one model that should fit your needs. Even if you have your heart set on one specific model, be assured it's not the only one for sale.

In general, negotiating the price of a used car is far less harrowing than if you were buying a new car. For example, there are fewer opportunities for dealers to add on extra-cost items and other charges. A private seller is unlikely to have the experience and resources to play hardball negotiation games. They just want to get rid of the car.

Still, never negotiate under pressure. Salespeople may assure you they won't pressure you, but then still do it in a subtle way. A common sales tactic is to claim someone else is interested in the same car. Even if it's true, don't feel you have to make a deal immediately–there are always other cars out there.

If you're buying at a dealership, negotiate one thing at a time. First settle on the price for the vehicle you're buying, then discuss your trade-in and financing separately. Salespeople often try to get you to focus on your monthly payment. They will lump the whole process together, which gives him or her too much leeway to give you a "good deal" in one area while making up for it in another. This is the first step down a slippery slope of being manipulated with numbers and overpaying.

Based on your homework, you should have a good idea of how much you're willing to pay. Begin by making an offer that is realistic, but 15 to 25 percent lower than this figure. Name your offer and wait until the person you're negotiating with responds. Be courteous, but hold to your original figure after receiving any counteroffer.

If you must move your offer up, do it in small increments. If the gap between the two sides is, say, $1,000 or less, move your bid $100 at a time. State clearly when you have reached your l ast offer, and stick to it.

Don't be afraid to say your offer is fair, final, and good for 24 hours only. If the seller won't budge, be prepared to walk away rather than pay more than you know is a fair price.

PHOTOS: LEFT, GETTY IMAGES/ANDRESIMAGING RIGHT, SHUTTERSTOCK/NATA-LIA

Get Top Dollar When SELLING OR TRADING IN

Know your current car's value and make it look its best to get the most money.

70 What's Your Car's Value?

70 Maximizing Curb Appeal

72 Trade In Your Old Car

73 Sell It Yourself

Figuring out the best way to sell your current vehicle might pale in comparison to the emotional swirl of getting a new ride, but be careful. You could get a great deal on your new car, but lose all the savings—and more—on your old one. You can typically get the most money by selling your car yourself. But trading it in is such a low-hassle option, that many people think it's worth the convenience, even if they get less for it. In this chapter we'll look at the advantages and disadvantages of both strategies. Whichever you choose, there are some important steps that will help you to maximize your return.

WHAT'S YOUR CAR'S VALUE?

Whether selling or trading in, it's important to know your car's cash value.

If you decide to trade in your current car, expect to get something close to its wholesale value after taking all variables (options, mileage, condition, and so on), into consideration. Some dealerships will try to give you less money for it so they can make more profit when they resell it.

Selling the vehicle yourself will often mean getting more than the wholesale price, but you may not be able to get what a car dealer would.

In addition, it's good to get quotes from some dealerships first. This lets you find an easily obtainable trade-in price before you begin negotiating.

Start by making your car presentable and take it to the used-car department of several local dealerships. Ask what they would give you in a straight-out sale. This is the minimum to expect if you trade your car in. There's another advantage to having this information: If you're being low-balled on your trade-in, you can always simply refuse the offer and sell your vehicle to the dealer who gave you a better quote.

If you sell your car, your final price will probably be above what the used-car departments offered, but below the highest asking prices you found. Once you're armed with a minimum realistic amount, you can negotiate with confidence.

MAXIMIZING CURB APPEAL

Making your vehicle look as good as possible can pay big dividends by improving its value and sales appeal.

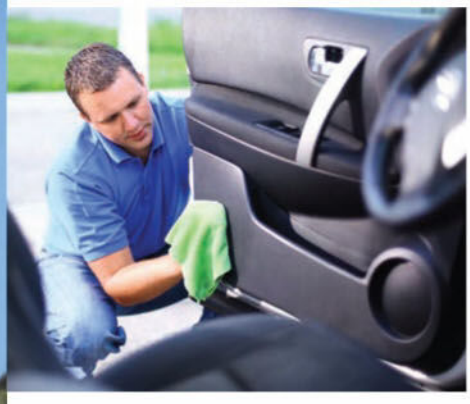
Depending on its condition, you can do the work yourself or take it to a professional detailer. Prices generally start around $100 for a full detail treatment, but can rapidly increase depending on the region, type of vehicle, and amount of work needed. Detailing sometimes means little more than an extra-good job of polishing the body and cleaning the inside, plus removing every smudge and scrap of grime. But preparing the car for sale may involve body work, paint touch-ups, and heavy-duty buffing.

As with all do-it-yourself projects, the more elbow grease you invest, the less you'll need to pay someone else. Here are some tips on how to get the best results from your efforts:

Spiff up the exterior. Give your vehicle a thorough cleaning with car-wash detergent. Alloy wheels should be scrubbed thoroughly to remove road film and grime. Use a stiff-bristled brush and a good detergent or cleaner that is safe for all wheels. Strong cleaners can eat away the protective coating on some factory wheels. Once everything is dry, apply a tire dressing to give the rubber a new-car look.

Then inspect the paint and assess any damage, noting scratches, stone chips, and dents. If the paint is in good condition, you may only need a coat of wax. It likely has a clear-coat outer layer, so make sure the wax you use is marked "safe for clear-coats." Avoid abrasive products, which are meant for paint removal or to shine a dull finish. If your paint finish is actually a little dull, look for a product that both polishes and protects. This could help put a shine back in the paint. Based on our tests, we favor liquid waxes for the best cleaning results.

PHOTO: CENTER, GETTY IMAGES/RADIUS IMAGES; RIGHT, GETTY IMAGES/GILAXIA



Your car likely led a busy life. The more elbow grease you invest in spiffing it up, the more money you'll get when you sell it.

You can fix small scratches and chips yourself with touch-up paint, available for a few dollars from your dealership. Make sure you get an exact color match or your repair job will look worse than the scratch. Use the application brush, a pointed artist's brush, or a clipped matchstick, to fill in the scratch in tiny dabs. Let the paint dry for at least a day or two before polishing the car.

Fine surface abrasions or scratches in the paint can be professionally buffed out at a body shop or car-wash center. This will greatly improve the car's overall appearance, but it will cost between $100 and $200. You can hand-polish the car yourself using an appropriate polish and microfiber cloths. If you know how to use an electric rotary buffer, go ahead. But if you don't know what you're doing, don't try it. Done improperly, you can easily burn through the paint or leave permanent swirl marks.

Remove small dents. Having a body shop fix unsightly dents and dings can be costly. If there's no paint damage, you may be able to use paintless dent repair service, sometimes franchised under names such as DentPro (dentpro.com). They use special tools to massage out small dents from the inside. Your mechanic, body shop, or car dealer can help you find one. Costs range from $50 to $150 per dent.

Some do-it-yourself dent-removal kits are advertised on infomercials and online, costing about $20 to $30. Essentially, they work by hot-gluing a disc onto the dent and then pulling the dent out with a special tool. Two kits that Consumer Reports tested were Ding King and DentOut. We found they worked about equally well, but the results weren't perfect. Generally, the more experience you have, the better the results. Be careful with the hot glue and avoid pulling the metal out too far. Dents less than 1 inch in diameter were the toughest to fix. The kits worked best on dents about 4 inches across.

Fix window-glass defects. It's very common for a windshield to pick up "star" or "bull's-eye" damage from a flying stone. An auto-glass repair service can repair these so they are less noticeable and don't develop into larger cracks. For larger cracks, you'll have to replace the entire windshield. In some states, it's illegal to make windshield repairs in the glass area swept by the windshield wipers. Check your auto-insurance policy first. If you have glass coverage, the replacement will be free except for a possible deductible.

Clean the interior thoroughly. Look at the results with the eye of a potential buyer. Remove your personal clutter from the glove box and storage spaces, empty and wash the cup holder inserts, and check under the seats for lost toys, trash, and wayward french fries.

You can buy special cleaners for upholstery, carpet, vinyl, and leather. For hard plastic surfaces, use any general-purpose cleaner. Use a good glass cleaner to remove smudges and film from the inside of all windows, paying special attention to the windshield and rear window. Very dirty carpeted floor mats can be taken to a carpet-cleaning service and cleaned for about $15 to $20 a pair. If they're worn, replace them.

Ridding cars of odors can be a challenge. First, get all the interior fabrics clean with pet-spot cleaner or another odor-fighting product. Don't

forget to wipe down the overhead fabric, or headliner. Be sure to clean inside the trunk and spare-tire well. To remove stale odors from the ventilation ducts, spray odor eliminator into the system's air intake, which is usually located at the base of the windshield. Then run the A/C for at least 10 minutes.

Clean the engine compartment. Cleaning the outside of the engine and other components under the hood can be a chore, but a clean engine bay gives the impression that the mechanicals have been well maintained. Steam cleaning the engine bay used to be a common practice, but not anymore.

Newspapers, online ads, and positive word-of-mouth can sell your car.

Steam can damage electronic parts, and modern cars have lots of those under the hood.

If battery terminals are corroded or caked with white powder, clean off the residue with an old toothbrush dipped in a mixture of water and baking soda. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

You can certainly clean engine parts with old rags and plain soap and water, though you may have better luck with an aerosol engine degreaser. Be careful not to get electrical connections wet. Loosen dirt and rust from iron and steel parts with a soft-bristle brass wire brush and soft abrasive cleaner.

It just makes good sense to fix or replace broken or missing items. A lost wheel cover or a broken mirror are signs your vehicle has not been well maintained and that other repairs will probably be needed.

Major repairs are another matter. Most buyers probably won't want to make a big one just after buying a car.

Suppose, for instance, your air conditioner doesn't work, and you have an estimate that it will cost $600 to repair. While it isn't necessary for the actual operation of the vehicle, and some buyers might not care as long as the price is adjusted accordingly, most potential buyers will probably lose interest when they find out about it.

The key question is whether you can recoup the cost of the repair in your selling price. Most of the time you can't, so be prepared to take a beating if you have major repair problems. On the other hand, a brand-new muffler or new tires could be an attractive selling point. You'll have the same dilemma if you decide to go the trade-in route.

TRADE IN YOUR OLD CAR: Less effort, less money

Many buyers prefer the simplicity of trading in their current vehicle. You can apply the trade-in amount to your down payment, reducing how much you have to finance.

There can be tax advantages, too. Most states require that sales tax be paid only on the difference between the price of your trade-in and the vehicle you are buying, not the full price of the car you buy. However, this tax benefit goes away if you sell your car yourself.

A real downside of trading in your vehicle is that you might leave behind hundreds, if not thousands, of dollars. The best you can hope for when trading in is the wholesale price, which is significantly less than what you could get if you sold it yourself. In addition, even if you've checked all the pricing sources and think you know what your vehicle is worth, you'll have to haggle with a salesperson to get the best deal.

You might also encounter another problem: If a dealer already has six used silver Malibus on the lot, he or she isn't likely to pay top dollar for yours. And if your trade-in isn't one the dealer wants, it will probably be sent to auction and discounted accordingly.

Just remember, no matter how tired you may be of your current vehicle, a dealership isn't doing you a favor by taking it off your hands. If the dealership buys your car, it's because there's an inviting profit at the end of the transaction.

How to get the most money. There are several things you can do to maximize the value of your trade-in:

> Vehicle appearance is an important consideration when a used-car manager

PHOTOS: TOP LEFT, GETTY IMAGES/JGI/JAMIE GRILL. RIGHT, SHUTTERSTOCK/FOTOGRAFFF

estimates its value. (See the previous section on improving curb appeal.)

> If your car needs repairs, get an estimate to take with you. This could provide a little bargaining power when the dealer's estimator starts deducting repair costs from the figure offered to you. Be aware that it costs a dealership with its own repair shop a lot less to make repairs than the retail price you've been quoted.

> Try to sell your car to a used-car dealer or possibly CarMax. They're always looking for clean, low-mileage vehicles. And if yours is a popular model, you just might be able to get more than the wholesale price for it.

Negotiating the trade-in. You'll get the best deal by keeping the purchase and trade-in negotiations separate. Combining the two allows salespeople to manipulate the deals so that a good price in one area could be canceled out by a poor price in the other.

First, nail down the price of the car you want to purchase, then discuss your trade-in. Since dealers often make more money reselling your car than they do on a new-car deal, they have more flexibility with a trade-in offer.

Keep your eye on the bottom line. What's important is the net amount you have to pay. Be sure to read and understand any sales contract before you sign it. If you have a problem with any terms or conditions, ask questions. You have little recourse after you sign.

SELL IT YOURSELF: More Effort, More Money

Selling your current vehicle on your own will get you a higher price than trading it in. You can always expect to get more than the wholesale price. But selling your car yourself takes a lot more work than just driving to the dealership for a trade-in. You'll have to go through the hassle of advertising, taking phone calls, and showing the car.

Set a competitive price. By following the advice under "What's your car's value?" on page 70, you should have a good idea of what the retail and local asking prices are for your vehicle. If you checked to see what a local dealer would offer on a straight-up sale, you should be able to price your car reasonably. Remember, price your vehicle a little bit higher than what you are willing to take for it. That way, the buyer can negotiate and feel good about it. Don't be greedy, though. You'll likely scare off some potential buyers if you set an unrealistic price.

Advertise effectively. There are many ways to advertise your vehicle. Some are more effective than others, and the cost can vary from free to quite expensive. Don't feel limited by the suggestions you see here.

> Word of mouth is very effective. Tell your friends, relatives, colleagues, and social-media circle you have a car for sale. If your network is big enough, you might be surprised at how much interest you generate. And it's free.

> Online classified ads are very effective. Cars.com, which operates in partnership with MSN Autos (autos.msn.com), and Kelley Blue Book (kbb.com), offer several ad packages, from a two-week ad with a stock manufacturer's photo of your model to a 30-day ad with free renewals and custom pictures. AutoTrader.com has ad packages that include posting your ad on several websites, like AOL and Yahoo.

> Daily newspaper ads can work, but aren't as effective as they used to be. Some newspapers will give you both print and online ad for one price.

> Ads in weekly shoppers and free newspapers can work, but keep in mind they have a lot of competition in attracting attention.

> Or try the old standby: Put a "For Sale" sign in your vehicle's window, with your phone number and details such as price, model year, and mileage.

Showing your car. Once you've placed your ads, make sure you keep your car's specifications, mileage, and other particulars at hand, and have your schedule ready so you can set a day and time to show the car.

When you do show the car, answer all questions honestly. Be prepared to provide service receipts and to accompany the buyer on a test drive and to an independent mechanic.

Prepurchase inspection. Any savvy buyer will want to have your car inspected by a mechanic before the sale. If the buyer is a friend or relative, there should be little risk in allowing him or her to take the car for an inspection.

If the potential buyer is a total stranger, however, you'll probably want to drive the car to the shop yourself. The inspection shouldn't take more than an hour.

Bring the correct documents. Paperwork requirements vary from state to state. In some, transferring ownership of a vehicle to another person is as simple as entering the odometer reading, sales price, and your signature on the back of the title. In others, you must fill out official title-transfer forms. Contact your state's motor vehicle department to see what you should do.

Contact your lender to see what has to be done if you have an outstanding loan. A bill of sale is often required by the buyer for registration and tax purposes. It is easy to find one after a quick search online.

Wrapping up the details. Buying a new vehicle is exciting, but not getting the full value for your current car can leave a bad taste in your mouth. By knowing its true value, spending a little time making it look its best, and sticking to your price during negotiations, you can get a fair price.

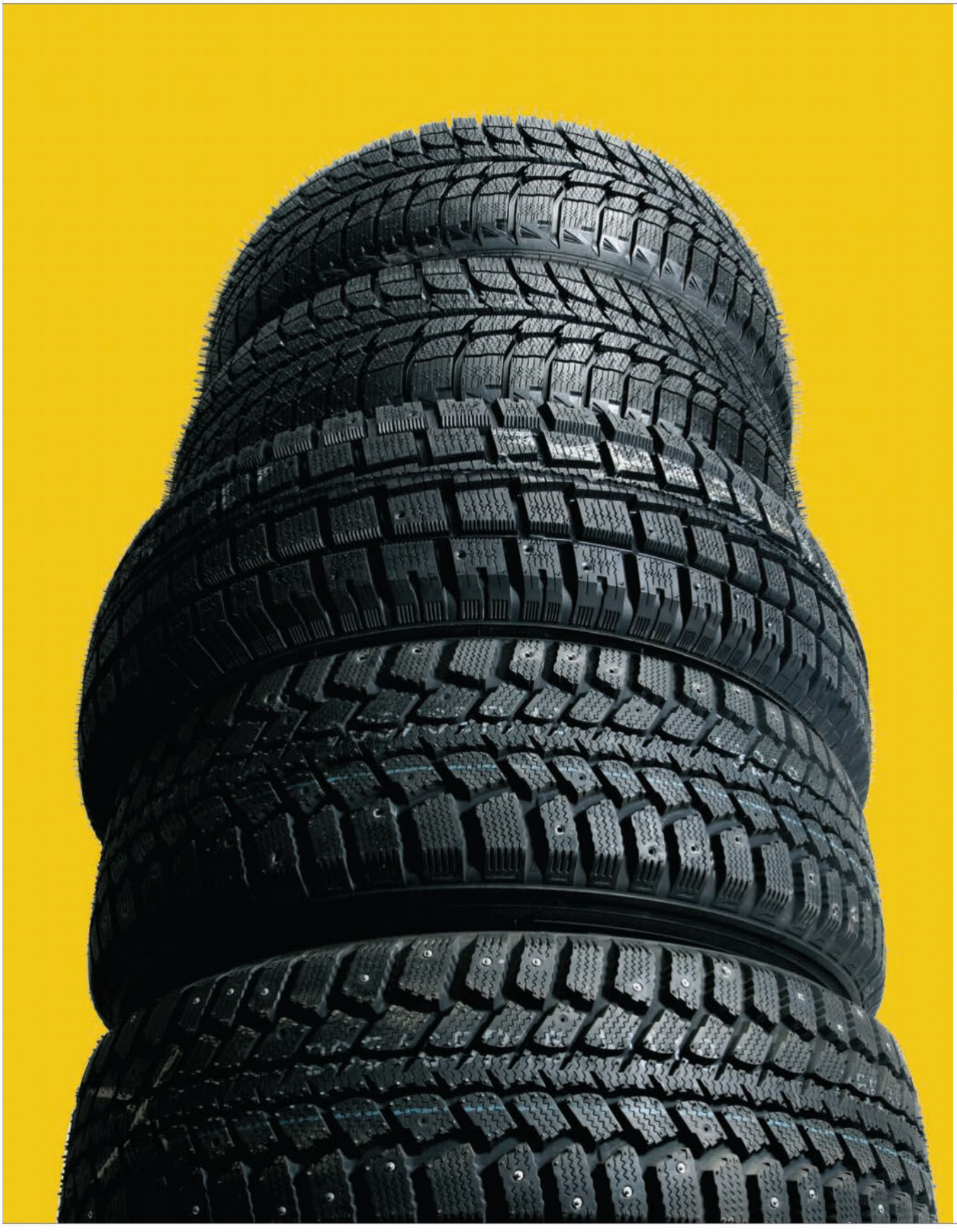


PHOTO: LEFT, GETTY IMAGES/KLIKK

CR's Guide to TIRES & MAINTENANCE

Money-saving tips, CR's exclusive tire ratings, and the truth about recalls.

76 Where to Shop

77 Get Your Car to 200,000 Miles

80 A Guide to Replacement Tires

93 The Truth About Recalls

Properly maintaining your vehicle is not only the best way to keep it—and you—out of trouble, but it's also the best way to maximize its resale value. In order to keep your car in top mechanical shape, it's important that you have it serviced regularly, following the maintenance schedule in your vehicle's owner's manual. Too often, people overspend by changing oil too frequently, using premium gasoline in an engine designed for regular, or getting scammed into having needless service or maintenance done by a dealership or auto-repair shop.

This chapter discusses when you should go to an independent repair shop instead of a dealership for maintenance or repair, the overall advantages and disadvantages of each, and some of the ways you can avoid paying more money than necessary.

It also includes Consumer Reports' latest Ratings for tires, a common replacement item when buying a used car, as well as expert advice on how to choose the right tires for your vehicle.

WHERE TO SHOP

Maintenance and repairs are two different things. Routine maintenance items are listed in your owner's manual as part of the service schedule. They're intended to keep your vehicle in top operating condition. Repairs are services that need to be performed to fix a problem. Where you take your vehicle depends on what work needs to be done.

You can have scheduled maintenance performed at any same-brand dealership, not just the one that sold you your vehicle. You can also go to an independent mechanic or repair chain, typically less expensive than dealerships. Federal law gives you the right to service your vehicle wherever you like without affecting warranty coverage. People who have decided to lease their vehicles, however, might be required to have all service performed at a franchised dealership selling that brand.

The best reason to patronize a new-car dealership for service is that the mechanics are trained and certified in all aspects of your model's service needs, and the shop will be equipped with the required diagnostic equipment and tools. But since most maintenance items are fairly basic, any professional auto shop should be able to perform the necessary tasks.

No matter where you go for service, make sure the mechanics have access to the manufacturer's latest technical service bulletins (TSBs), which are alerts about common problems that have cropped up with a particular model, and instructions on how to fix them. Often, an automaker will do TSB repairs free, but you'll have to go to a dealership to get the work done. For more on TSBs, see page 90.

Repairs can range from a simple brake job to complicated service such as overhauling a transmission. Go to a dealership if your car is covered by the original warranty, or if your car has been recalled or is the subject of a

Shop Around for Maintenance

You might expect that the price for, say, a 30,000-mile service procedure on a specific model would cost about the same from one dealership to the next. But you'd be wrong.

We called dealerships in three metro areas—New York, Chicago, and Los Angeles—and asked each for their price for a specific maintenance interval on a specific model. We asked Toyota dealers for the 30,000-mile service for a 2005 Camry, Ford dealers for the 60,000-mile service for a 2004 Explorer, and Honda dealers for the 120,000-mile service for a 2003 Civic.

In most areas, prices differed by about $150 or more, even among similar dealers in the same area. In one area, the difference was more than $250. Prices vary because many dealers include service items that aren't listed in the owner's manual. Some, for example, wanted to charge us for engine and transmission flushes, which several major automakers advise against.

When we called back and asked some higher priced dealers to do only the items in the owner's manual, prices dropped between $100 and $150. Before having scheduled maintenance performed, call around for quotes and ask that they only include items listed in the owner's manual. Anything else should be quoted separately. You can also take your vehicle to independent shops, which are often less expensive than dealerships, without compromising your warranty. Keep all receipts so you can prove the service was performed on schedule, should there be a warranty claim.

"service campaign" in which the automaker offers to correct a defect. In that case, you should receive a letter from the automaker alerting you to the recall or campaign. If you have an extended warranty, check the terms to see who must perform repairs.

If the vehicle is out of warranty, the type of problem can determine where you take it for repair. A reputable independent shop should be able to handle most common repairs. Shops that specialize in your vehicle's brand are more likely to have the proper training, equipment, and latest information. A good technician will explain to you what the problem is, why it need repair, and what the repair entails.

If you're experiencing a problem with a system that is exclusive to your model or automaker, such as navigation or multifunction control systems, consider taking the vehicle to a dealership.

GET YOUR CAR TO 200,000 MILES

When Laura White of Oxford, Mass., bought a Toyota Corolla in 1997, her son was just three years old. Fifteen years later, he drove that Corolla to college.

By the time the car landed on the junk heap—victim of a car-totaling accident—it had more than 300,000 miles on it. If you properly care for your car, that sort of durability isn't far-fetched since today's vehicles are more reliable than ever. A few easy tricks can help you nudge the odometer well into six figures.

"We changed the oil every 3,000 miles and the timing belts regularly," Laura says. "I never dreamed I would give the kids that car to drive when I bought it years ago."

You might not end up sending your toddler to college in a car you buy today. But improvements in rust prevention, engine technology, safety features, and electronics mean that 200,000-mile cars are pretty common now. Especially if, like Laura, you start with a safe, reliable model, and maintain it properly.

PHOTO: LEFT, GETTY IMAGES/SELECTSTOCK; THIS PAGE, TOP TO BOTTOM, GETTY IMAGES/GAS PUMPS; PAUL J. RICHARDS, ODOMETER; DESIGN PICS/DARREN GREENWOOD, MECHANIC; IRMAN

Car-Care Myths & Reality

When it comes to maintaining your vehicle, misconceptions abound.

MYTH: Tires should be inflated to the pressure embossed on the sidewall of the tire.

REALITY: The tire-pressure value on the sidewall is the maximum pressure, not the vehicle manufacturer's recommended pressure. Always use the vehicle manufacturer's recommended pressure, which is determined to provide the best balance of ride, handling, and fuel economy for your vehicle. It's usually printed on a sticker on a doorjamb, the glove box, or the fuel-filler door. Check your tires monthly against the recommended pressure when your car has been at rest for more than three hours.

MYTH: If regular-grade fuel is good, premium must be better.

REALITY: Most vehicles are designed to run just fine on regular-grade (87 octane) fuel. A higher octane number doesn't mean that your vehicle will perform better. It simply means that it's more resistant to engine knocking or pinging. Use the octane grade that's recommended in your vehicle's owner's manual. Filling up with a higher grade is usually a waste of money.

MYTH: Engine oil should be changed every 3,000 miles.

REALITY: Although oil companies and quick-lube shops like to promote this idea, it's usually not necessary. Go by the recommended oil-change schedule in your vehicle's owner's manual. Most vehicles driven under normal conditions can go 7,500 miles or more between oil changes. Some models now come with a monitoring system that alerts the driver when the oil needs changing. Depending on driving conditions, these can extend change intervals to 10,000 or 15,000 miles.

MYTH: You don't have to worry about replacing tires until they're worn down to the minimum tread depth.

REALITY: It's true that if a tire's tread wears to the minimum depth of $^{2}/_{32}$ inch, it should be replaced. But a tire's wet grip, snow traction, and ability to resist hydroplaning is very limited at $^{2}/_{32}$ inch. Start shopping for replacement tires before yours are worn out. At $^{4}/_{32}$ inch, tires still have some all-weather grip, which leaves you time to shop around for the best tire at the best price.

When new, the 1997 Corolla was a Consumer Reports recommended model in part because of excellent reliability, good crash-test results, and impressive performance in our battery of more than 50 tests. Today, the Corolla is on our list of the top 10 models that are still on the road after 200,000 miles. That's according to our most recent Annual Auto Survey, which gathered data more than 740,000 vehicles owned by our subscribers.

The Basics: Life Extenders

To improve your odds, start by choosing not just a safe and reliable model, but also one with all of the features you want. If you'll be driving it for the long haul, it might as well be a car that you enjoy as the miles and years roll by.

Read the owner's manual. It's amazing how many people keep it tucked away in the glove box. Simply familiarizing yourself with the maintenance schedule can add years of trouble-free driving. The manual spells out how often your car needs basic services like oil changes and tire rotations, as well as bigger jobs like timing-belt replacements.

Keep on schedule. Forgetting to perform regular oil changes can lead to premature engine wear. Forget about your timing belt, and your engine can suffer severe damage.

When we asked our online readers how they got to 200,000 miles, an overwhelming number mentioned that regular oil changes and proper maintenance were important.

Use the right maintenance schedule. In your manual, you'll find schedules for regular and severe/extreme use, with the latter specifying more frequent checkups. Consider using the severe schedule if you do a lot of stop-and-go driving, live in an unusually hot or cold climate, frequently tow a trailer, or often drive on dirt roads.

Newer cars require less service, and many specify 7,000 or even 10,000 miles between oil changes. Spark plugs can often last 100,000 miles or more. Many cars make it easier for you to keep track by calculating when an oil change is due based on your mileage and driving style, rather than letting you know with a dashboard message when it's time.

The key is to keep up with what's specified. Just remember that some mechanics might add services you don't need, which can add hundreds of dollars to regular 30,000- or 60,000-mile service.

Keep it clean. Apart from mechanical maintenance, keep up with regular washing and waxing, especially if you

Best Cars for the Long Haul

Of the more than 740,000 vehicles represented in our Annual Subscriber Survey, these models reached 200,000 miles or more the most often.

MODEL	
Ford F-150	Toyota 4Runner
Honda Accord	Toyota Camry
Honda Civic	Toyota Corolla
Honda CR-V	Toyota Prius
Honda Odyssey	Toyota Sienna

Toyota Prius

Honda Accord

10 Old-Car Red Flags

GETTING TO—AND PASSING— 200,000 miles on your vehicle's odometer is an impressive feat ... but it's by no means unachievable. Reliability in many new cars has improved greatly, and even the maintenance schedule in owner's manuals has been changed to help you get more miles out of your car.

As you approach that milestone with your own vehicle, many of your car's components will start to wear out. We recommend that you closely follow the service interval schedule.

Despite your best efforts, though, certain problems will crop up as you near the 200,000-mile mark.

We calculated the cost to repair certain items in a typical 2008 Toyota Camry V6 using the Consumer Reports Car Repair Estimator, which can be found free at ConsumerReports.org/carrepair. Your repair costs might be different.

1 Exhaust systems that rust out. You can tell that your exhaust system has reached the end of its life because your car will get increasingly loud and will probably fail emissions tests come inspection time. According to our estimator, **the job could cost** $1,880 to $3,230.

2 Spark plugs. If maintained well, they can last 100,000 miles. But by the 200K mark, you could be overdue for a third set of plugs. **Cost to replace:** $100 to $300.

3 Shocks and struts. Does your car look like it's sagging, or does it shudder like it's in an earthquake every time you drive over a pothole? Then you probably need new shocks and struts. **Cost to repair:** $280 to $400 for one strut (you should replace them in pairs). But if you need a full set of shocks and struts all around, expect to pay closer to $900 to $1,300.

4 Oil. Increased oil consumption is common in older cars, so don't panic. You should routinely check and top off the oil between changes, especially before long trips. **Cost to replace:** A few bucks as needed.

5 Hoses, etc. Oil lines, vacuum lines, and all kinds of seals and gaskets can start to wear. You should look over your engine routinely for signs of leaks. **Cost to repair:** It should only cost $200 to $370 for a new exhaust manifold gasket. But if your head gasket needs replacing, you could pay into four figures.

6 Moisture buildup in the cabin. Almost 10 years of hopping in the car with muddy boots will take its toll, and a lot of the moisture will remain to fog up the windows and give you that old-car smell. **Cost to repair:** A soggy interior is forever, but you should be able to hold off the fog with a splash of Windex or another window cleaner. As for that musty smell? Blast the carpet with Febreze.

7 Electrical components. Years of water splash and spray can wreak havoc on wiring and circuitry. Don't be surprised if features like power windows, windshield wipers, and even the instrument panel go on the fritz. The gremlins can be frustratingly difficult to trace. **Cost to repair:** $370 to more than $1,300.

8 Brake lines that begin to wear. They should be checked often as you approach the 200K mark. If you live in the Snow Belt, make sure to also check the hard brake lines for rusting or weak spots. **Cost to repair:** $900 to almost $2,000.

9 Mechanical components. Many original parts seem like they'll last forever, but even the strongest ones can wear out. Don't go cheap on replacement parts in order to save a few bucks. If you did replace worn parts with substandard knockoffs, they might be on their way to failure much sooner than the original equipment. Also, if you buy certain premium parts, they might come with a lifetime warranty.

10 Rust. If you see even a little bit forming around the wheel wells, hood, trunk, or suspension mounting points, there could be a serious problem beneath the surface. That structural weakness will make your car less safe in a crash. **Cost to repair:** Time to get a new car.

PHOTO: TOP LEFT, GETTY IMAGES/DNY59; TOP, GETTY IMAGES/MARIN THOMAS; SPARK PLUGS:SHUTTERSTOCK/WITHGOD

drive in a snowy region on salted roads. And don't forget to hose off the underside and wheel wells. More than just keeping your car looking good, regular washing can help prevent rust and structural damage.

Knowing When to Say Goodbye

Almost any car can make it to 200,000 miles if you're willing to throw enough money at it. But there's a time to let go.

From what we have found, the useful life of most cars ends around the 200,000-mile mark. At that point, key components start showing their age—often with safety consequences. Also, owning a car that long could mean that you're lacking the latest essential safety gear, such as electronic stability control, curtain airbags, and crash-prevention systems.

If you reach 200,000 miles, talk with your mechanic about how much life your car has left. And see our related articles in this issue.

A GUIDE TO REPLACEMENT TIRES

In recent years, we've found you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more, but are worth the extra money in the long run.

For example, our most recent tests have shown long-wearing all-season tires can last as many as 100,000 miles; the shortest would need replacing after 45,000 miles. It's pretty straightforward: A $100 tire that will last more than twice as long as an $64 tire is a better bet, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car for long. Many tires have a prorated tread-wear warranty—meaning the balance of undriven miles will be credited towards the cost of the new tire. But to collect, the tires have to be totally worn out, yet evenly worn, and you get a credit, not a refund.

We have found some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance. Here's a surprise: There actually was little or no performance penalty for the everyday driver for many of these tires.

But as your tires lose tread over tens of thousands of miles of wear, they behave more like low-rolling resistance tires. So the mileage you get with brand-new, low-resistance tires may actually be worse than the old, end-of-life tires you are replacing. Another big factor: Proper inflation.

Because an underinflated tire will sap your mpg, check your tire pressure monthly for optimum fuel efficiency.

When replacing tires, we recommend sticking to the same type and size tire that originally came on your car. First, check the Ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, because that can help you avoid an accident. After that, look for models rated highly in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Also, with the majority of modern SUVs spending their time on the streets instead of bounding off the beaten path, manufacturers are equipping them with all-season tires similar to those typically found on passenger cars.

Stick With Your Speed Rating

If your car came with all-season tires with an S- or T-speed rating (capable of sustaining a maximum speed of 112 and 118 mph, respectively), you might be tempted to move up to performance H- or V-rated tires (which are designed for up to 130 and 149 mph, respectively) for better cornering grip and improved handling. But keep in mind that the trade-off may be shorter tread life and may not do as well in winter conditions, if that's important to you.

You might also be tempted to downgrade your tires to a lower speed rating than your original tires, to get longer tread life. But we advise against doing that, because those all-season tires with

Speed Ratings

A SPEED RATING is a tire specification that rates the maximum speed a tire is designed to sustain. Though few people drive at such high speeds, tires with higher ratings usually handle and grip better on both dry and wet roads. Replacement tires should have the same or higher speed rating than those that came with the car. Consult your owner's manual for specific recommendations.

RATE	SPEED
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
H	130 mph
V	149 mph
ZR	beyond 149 mph
W	168 mph
Y	186 mph

a lower speed rating may not handle heat buildup as well—especially when they are installed on higher-performance vehicles—and that can be a safety concern. And there is little price advantage to downgrading. In buying our test tires, we saw that tire size has a greater impact on price differences than speed ratings.

Know When to Replace

Tires are one of the few safety-related systems you can specifically choose, and one of the few that can noticeably change your car's handling and braking capabilities. Tires can greatly affect how your car rides, and how well it keeps its footing on wet roads. As a result, it's equally critical to keep them well maintained, and replace them as they wear out.

When your tire has reached a tread depth of 2/32 inch, it is legally worn out in most states, and should be replaced. At that depth the tire's wet grip, snow traction, and ability to resist hydroplaning is very limited.

Consumers should start shopping for tires before they are worn out, when tread depth approaches 4/32 inch in any one groove. That happens to be the same distance on a quarter between George Washington's head and the edge of the coin. Put the coin, head down, into the tread grooves. If you can see the top of George's head, then it's time to start shopping: Your tires have some all-weather grip remaining.

The single most important step to make your tires last longer and run safely is to keep them inflated to the proper pressure. Many people neglect to do this, and it's a mistake.

Underinflated tires wear faster and build up heat, which can contribute to a tire failure. Recommended inflation pressure is found on a placard in the vehicle, usually located on the driver's door jamb, or in the owner's manual. Don't inflate to the pressure on the tire's sidewall, which is the maximum inflation pressure.

Where to Shop

Between traditional tire stores, large retailers, big-box superstores, and the Internet, you have ample sources with which to compare prices for the tires you want. We recommend replacing all four tires at the same time for the best balance of handling and grip:

- Check online first. Ask for a final price, including shipping and any extras.
- Check with local retailers and ask them if they can meet or beat the online prices. Remember to ask what they'd charge to mount and balance tires you buy elsewhere.
- Be sure the final "out the door" price includes mounting, balancing, wheel alignment, and disposal of the old tires.
- Extras like free lifetime tire rotations and a free replacement road-hazard guarantee may tilt the scales to one retailer over another.
- If your car has a tire-pressure monitoring system you may face a modest extra charge, and if the sensors in the wheels need to be replaced, expect to pay $30 or more per sensor.

If you choose to fill your tires with nitrogen, make sure they are refilled with nitrogen each time. In addition, like air, nitrogen pressure will drop as seasonal temperatures fall. Overall, nitrogen doesn't do away with the need for regular inflation checks.

Tire Treadwear

Our exclusive tests give you a read on how many miles you can expect

The amount of tread on a tire is critical in how well it will vacate the necessary amount of water to maintain contact with the road in the rain. If your tires wear out quickly, your safety may be at risk.

Our research tells us that when people shop for tires, their primary considerations are price, availability, and tread-wear. Prices are easy to find. But until now, consumers had to rely on the government's treadwear ratings or mileage warranty claims from manufacturers—if available—to judge how well tires would wear.

That's why we test two tires per model over six months of driving up to 16,000 miles on public roads through West Texas. In the past, we scored treadwear on our standard five-point scale. Now we list projected mileage based on how tires wear in our test.

Of course, there's more to making a good tire than merely giving it a long tread life. But longevity is a key to whether a tire is a good deal.

Noteworthy in the findings is that almost half of the 48 all-season and performance all-season tires we tested could last at least 65,000 miles; a half dozen could top 85,000 miles or more. Another surprise: Tires with the longest life don't necessarily cost the most.

Do Tire-Tread Warranties Wear Thin?

Many replacement tires, especially the all-season ones that come standard on a car, minivan, or SUV, have a prorated mileage warranty. It's based on how long the tread on a tire is expected to last. For the tires we tested, it was usually between 40,000 and 90,000 miles.

But those warranties often don't offer the consumer much payback if the tires wear out prematurely. The warranty is sometimes more of a marketing boast than a useful measure of longevity.

Why is that? If tires wear out before the warranty mileage is up, you'll likely get only a fractional credit representing the miles the tires didn't cover. And that's good only toward the purchase of identical or comparable tires from the same manufacturer—which you may not want. You can't use it to get better tires, or tires from another brand.

Here's where the math really doesn't add up: The credit can be applied to a manufacturer's suggested retail price for a new tire or to a dealer's price. And that price is often high relative to the frequent discounts offered by many retailers. In fact, you may be able to buy new, discounted tires for less than the price of warranty replacements.

On top of that, restrictions abound to get your prorated credit. Your tires may have to

show even wear across the tread or the deal's off. You may also have to show receipts that verify you had the tires rotated at the prescribed intervals, usually every 5,000 miles, since they were new.

The tires also have to be worn out, which is defined as having a tread depth of only about $^{2}/_{32}$ inch. Tires that are worn out will perform poorly on wet roads and could pose a safety risk.

Our controlled tread-life tests cut through the marketing mumbo-jumbo to tell you how many miles your tires might last before wearing out. Of course, your actual experience will vary according to the vehicle you drive, how and where you drive, and other factors.

Putting Tires to the Test

Based on our testing, we found that most tires should live up to their mileage warranty claims. Three Michelin models met or exceeded their tread-wear claim and also did well in our performance tests. The longest-wearing was the Pirelli P4 Four Seasons Plus, which could last about 100,000 miles.

Our test projects most tires to have very good tread life. But we did project that the Nokian Entyre 2.0 could wear out after a mere 35,000 miles, despite its 80,000-mile warranty.

Nokian now provides an enhanced treadwear warranty for the Entyre 2.0, and will replace the worn tire free of charge if it wears out in the first 40,000 miles, and will pro-rate the cost of a replacement tire if it wears out beyond that point.

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The Writing on the Wall

Tires have a wealth of information on their sidewalls. We recommend replacing tires with the same size and speed rating of your car's original ones.

SIZE. On the tire at right, "215" is the cross-section width in millimeters; 60 is the ratio of sidewall height to its width (60 percent); R indicates radial-ply construction; and 16 is the wheel rim's diameter in inches.

LOAD INDEX. Shorthand for the weight each tire can carry safely. The 94 here means 1,477 pounds per tire—typical for a midsized car tire. That's the maximum tire load at the maximum pressure.

SPEED RATING. A letter denoting the tire's maximum speed when carrying the load defined by the load index—and not how fast you should drive! Standard all-seasons are usually rated S (112 mph) or T (118 mph). Climbing up the scale are H (130 mph), V (149 mph), ZR (149+ mph), W (168 mph), and Y (186 mph). Winter tires may carry the letter Q (99 mph) or higher.

TREADWEAR GRADE. Required by the government, this indicates a tire's expected wear. A grade of 300 denotes a tire that will wear three times as well as a tire graded 100. But the numbers are assigned by tire manufacturers, not an independent third party.

TRACTION AND TEMPERATURE. These denote a tire's wet-stopping ability and temperature resistance. For traction, AA is best, C is worst. For temperature, scores range from A (best) to C.

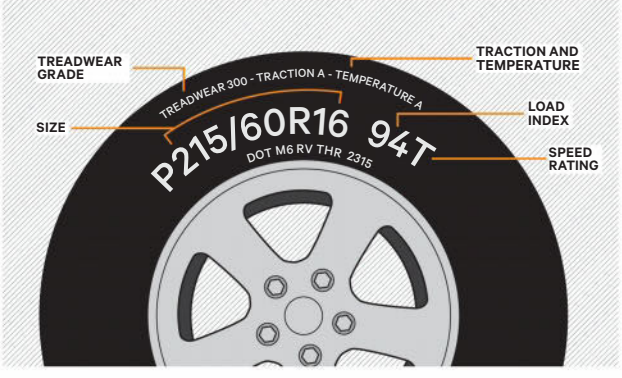


PHOTO: LEFT, GETTY IMAGES/FOTOSEARCH; ILLUSTRATION: JASON LEE

Ratings: All-Season Tires

These are still the most popular tires and all of the ones we tested are T-speed rated (118 mph). Standard on many sedans and minivans, they're designed to handle most conditions, including wet and dry pavement and light snow, reasonably well. They also emphasize a comfortable and quiet ride, predictable handling, and long wear. That makes them a sound choice for most drivers, except where winters are severe.

Michelin Defender

Goodyear Assurance TripleTred All-Season

Pirelli P4 Four Seasons Plus

☑ Recommended ● Better ◐ ○ ◒ ● Worse

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TIRES

Best for most weather conditions and long tread life:

- **Michelin** Defender
- **Continental** TrueContact

Other good choices:

- **General** Altimax RT43
- **Pirelli** P4 Four Seasons Plus
- **Nexen** Aria AH7
- **Goodyear** Assurance TripleTred All-Season
- **Kumho** Solus TA11
- **Cooper** CS5 Grand Touring

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING				WINTER DRIVING		COMFORT		OTHER	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles
	ALL-SEASON TIRES											
☑	**Michelin** Defender	70	◐	○	◐	◐	◐	○	○	●	◐	90,000
☑	**Continental** TrueContact	68	◐	○	◐	◐	◐	◒	◐	◐	●	60,000
☑	**General** Altimax RT43	66	◐	○	○	◐	●	○	◐	◐	◐	65,000
☑	**Pirelli** P4 Four Seasons Plus	66	◐	○	○	◐	◐	○	◐	◐	●	100,000
☑	**Nexen** Aria AH7	64	◐	○	○	○	◐	○	○	●	◐	75,000
☑	**Goodyear** Assurance TripleTred All-Season	62	◐	○	◐	◐	○	●	○	◐	○	80,000
☑	**Kumho** Solus TA11	62	◐	◒	○	◐	◐	○	○	◐	●	55,000
☑	**Cooper** CS5 Grand Touring	62	◐	○	○	◐	◐	●	◐	◐	◐	70,000
	Yokohama Avid Ascend	60	◐	◒	○	◐	○	◒	◐	◐	◐	90,000
	BFGoodrich Advantage T/A	58	◐	◒	○	◐	○	○	◐	○	◒	75,000
	Uniroyal Tiger Paw Touring	56	◐	◒	○	◐	○	◒	◐	○	○	65,000
	Sumitomo HTR Enhance L/X	56	◐	◒	○	◐	○	◒	◐	◐	○	70,000
	Toyo Extensa A/S	54	◐	◒	○	○	○	◒	○	◐	○	60,000
	Firestone Precision Touring	54	◐	○	○	○	◒	◒	◐	○	◐	55,000
	Firestone FR710	52	◐	○	○	○	◒	◒	○	○	◐	55,000
	GT Radial Champiro VP1	50	◐	○	○	◐	●	●	◐	◐	◐	45,000

Ratings: Performance All-Season Tires H-Speed Rated

These fall somewhere between all-season and high-performance V-speed rated tires in grip, comfort, tread life, and price. They're a step up in price from regular all-seasons, with an added emphasis on handling. H-speed rated performance all-season tires are rated for sustained speeds up to 130 mph, and are popular as original equipment tires on a number of new vehicles.

Continental PureContact

Pirelli Cinturato P7 All Season Plus

Michelin Premier A/S

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

PERFORMANCE ALL-SEASON TIRES H-RATED

Best for most weather conditions:

- **Continental** PureContact
- **Pirelli** Cinturato P7 All Season Plus
- **Michelin** Premier A/S

Other good choices:

- **Goodyear** Assurance Fuel Max
- **General** Altimax RT43

☑ Recommended ● ◓ ○ ◒ ● Better ← → Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life, Miles
	PERFORMANCE ALL SEASON, H-RATED											
☑	**Continental** PureContact	70	◓	◓	◓	◓	◓	◒	◓	◓	◓	55,000
☑	**Pirelli** Cinturato P7 All Season Plus	70	◓	○	○	◓	◓	○	◓	◓	●	70,000
☑	**Michelin** Premier A/S	70	◓	◓	○	◓	◓	○	◓	◓	◓	85,000
☑	**Goodyear** Assurance Fuel Max	68	◓	◓	◓	◓	○	○	○	◓	●	60,000
☑	**General** Altimax RT43	68	◓	○	◓	◓	○	○	◓	◓	◓	65,000
	Nokian EnTYRE 2.0	68	◓	◓	◓	●	○	◒	◓	◓	◓	35,000
	Nexen N5000 Plus	66	◓	◒	◓	◓	◓	○	◓	◓	●	75,000
	Cooper CS5 Ultra Touring	64	◓	○	◓	◓	○	●	◓	◓	○	60,000
	Dunlop SP Sport 7000 A/S	64	◓	○	○	◓	○	○	○	◓	○	65,000
	Kumho Solus TA31	64	◓	○	◓	◓	○	◒	○	○	●	55,000
	Toyo Versado Noir	60	◓	○	○	○	◓	◒	◓	○	◓	65,000
	Uniroyal Tiger Paw Touring	60	◓	○	○	◓	○	◒	◓	○	◓	60,000
	BFGoodrich Advantage T/A	58	◓	◒	○	◓	○	◒	◓	○	○	65,000
	Sumitomo HTR Enhance L/X	58	◓	◒	○	◓	○	◒	◓	◓	○	55,000
	Falken Ziex ZE950 A/S	56	◓	○	○	○	◓	◒	○	○	◒	55,000
	GT Radial Champiro VP1	52	◓	○	○	◓	●	●	○	○	◓	50,000

Ratings: Performance All-Season Tires V-Speed Rated

V-speed rated tires are designed for sustained speeds up to 149 mph. Generally, they are more tuned for performance than H-speed rated all-season tires. Here, too, we found some significant differences between the V-speed rated tire models in our tests. Some V-speed rated tires behaved more like H-speed rated tires, with good all-season qualities but less ultimate grip than the more performance-oriented models.

Continental PureContact

Michelin Premier A/S

Pirelli Cinturato P7 All Season Plus

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

PERFORMANCE ALL-SEASON TIRES V-RATED

Best for all weather conditions:

- **Continental** PureContact
- **Michelin** Premier A/S
- **Pirelli** Cinturato P7 All Season Plus

Another good choice:

- **General** Altimax RT43

☑ Recommended ●◓○◒● Better ← → Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life, Miles
	PERFORMANCE ALL SEASON, V-RATED											
☑	**Continental** PureContact	70	◓	◓	◓	◓	◓	◒	◓	◓	◓	55,000
☑	**Michelin** Premier A/S	70	◓	◓	◓	◓	◓	◒	◓	◓	○	80,000
☑	**Pirelli** Cinturato P7 All Season Plus	70	◓	○	○	◓	◓	◒	◓	◓	●	65,000
☑	**General** Altimax RT43	68	◓	○	◓	◓	○	◒	◓	◓	◓	55,000
	Goodyear Eagle Sport All-Season	64	◓	○	◓	◓	○	●	○	○	◓	70,000
	Goodyear Assurance ComforTred Touring	62	◓	◒	○	◓	◓	◒	◓	◓	◓	75,000
	Yokohama Avid Ascend	62	◓	◒	○	◓	○	◒	◓	◓	○	85,000
	Cooper CS5 Ultra Touring	60	◓	○	◓	◓	○	●	◓	◓	◒	50,000
	Kumho Solus TA71	60	◓	○	◓	●	○	◒	◓	◓	◒	40,000
	Bridgestone DriveGuard	60	◓	◓	○	◓	○	●	○	◓	○	50,000
	Bridgestone Turanza Serenity Plus	60	◓	○	○	◓	◒	◒	◓	◓	○	60,000
	Goodyear Assurance TripleTred All-Season	58	◓	○	○	◓	○	●	○	○	○	85,000
	BFGoodrich Advantage T/A	56	◓	◒	○	◓	○	◒	◓	○	○	60,000
	Falken Ziex ZE950 A/S	56	◓	○	○	○	◓	◒	○	○	○	55,000
	Uniroyal Tiger Paw Touring	56	◓	○	○	◓	○	◒	◓	○	◓	60,000
	Sumitomo HTR Enhance L/X	52	◓	◒	○	◓	◒	●	◓	◓	○	55,000

Ratings: Ultra-High Performance
UHP Summer Tires

These tires are commonly fitted to upscale sedans or sporty vehicles. They are designed to deliver the ultimate dry and wet grip as well as good handling and responsive steering. But the penalty is often a stiff ride, short tread life, and a hefty price. They are all rated for sustained speeds above 149 mph. Summer UHP tires stand out from the all-season UHP tires by providing the best grip on dry and wet roads, but they are not suited for use in winter and therefore are not rated for winter driving.

Pirelli P Zero

Michelin Pilot Super Sport

Yokohama ADVAN Sport V105

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

UHP SUMMER TIRES

Best overall:

- **Pirelli** P Zero
- **Michelin** Pilot Super Sport

Other very good choices:

- **Yokohama** ADVAN Sport V105
- **Nokian** zLine
- **Continental** Extreme Contact DW
- **Goodyear** Eagle F1 Asymmetric 2
- **Hankook** Ventus V12 evo2
- **Vredestein** Ultrac Vorti

☑ Recommended ● Better ◓ ○ ◒ ● Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING					WINTER DRIVING		COMFORT		OTHER	
			Dry Braking	Wet Braking	Dry Handling	Wet Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life
	UHP SUMMER												
☑	**Pirelli** P Zero	78	●	●	●	●	●	NA	NA	◓	◓	◒	◒
☑	**Michelin** Pilot Super Sport	78	●	◓	●	●	●	NA	NA	◓	◓	○	◓
☑	**Yokohama** ADVAN Sport V105	76	●	●	●	◓	●	NA	NA	○	◓	○	○
☑	**Nokian** zLine	76	●	●	●	●	●	NA	NA	◓	◓	◓	○
☑	**Continental** Extreme Contact DW	76	●	●	●	◓	●	NA	NA	◓	◓	◓	◒
☑	**Goodyear** Eagle F1 Asymmetric 2	74	●	●	◓	●	●	NA	NA	○	◓	◓	◒
☑	**Hankook** Ventus V12 evo2	72	●	◓	●	◓	●	NA	NA	○	○	◓	○
☑	**Vredestein** Ultrac Vorti	72	●	●	◓	◓	●	NA	NA	◓	◓	○	○
	Bridgestone Potenza S-04 Pole Position	70	●	●	◓	◓	●	NA	NA	◓	◒	◒	◒
	Toyo Proxes T1 Sport	68	●	◓	●	◓	●	NA	NA	◓	◓	◒	●
	Bridgestone Potenza RE-11	66	●	◓	◓	◓	●	NA	NA	◓	○	○	○
	Bridgestone Potenza RE760 Sport	66	●	◓	◓	◓	●	NA	NA	◓	●	◒	○
	BFGoodrich g-Force Sport COMP-2	66	●	◓	◓	◓	◓	NA	NA	○	●	◒	○
	GT Radial Champiro UHP1	64	●	◓	●	◓	◓	NA	NA	◒	◓	○	◒
	Falken Azenis FK-453	64	◓	◓	◓	◓	●	NA	NA	◓	◓	○	◒
	Kumho Ecsta LE Sport	62	●	◓	◓	◓	●	NA	NA	◓	◓	○	◒
	Yokohama S.Drive	62	◓	◓	◓	◓	◓	NA	NA	○	○	○	◒
	Sumitomo HTR ZIII	62	◓	◓	◓	◓	◓	NA	NA	○	○	○	◒

Ratings: Ultra-High Performance UHP All-Season Tires

Like the UHP Summer tires, these are also commonly fitted to upscale sedans or sporty vehicles. They are designed to deliver the ultimate dry and wet grip as well as good handling and responsive steering. But the penalty is often a stiff ride, short tread life, and a hefty price. They are rated for sustained speeds above 149 mph. All-season UHP tires differ from the summer UHP tires by giving up some of their ultimate dry and wet grip in exchange for delivering modest winter grip.

Michelin Pilot Sport A/S 3

Goodyear Eagle F1 Asymmetric All Season

Pirelli P Zero Nero All Season

☑ Recommended ● Better ◒ ○ ◒ ● Worse

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

UHP ALL-SEASON TIRES

Best for all weather conditions:

- **Michelin** Pilot Sport A/S 3
- **Goodyear** Eagle F1 Asymmetric All Season

Other very good choices:

- **Hankook** Ventus S1 noble 2
- **BFGoodrich** g-Force Super Sport A/S
- **Pirelli** P Zero Nero All Season
- **Cooper** Zeon RS3-A

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING				WINTER DRIVING		COMFORT		OTHER	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life
	UHP ALL SEASON											
☑	**Michelin** Pilot Sport A/S 3	76	●	◒	●	◒	○	○	◒	◒	○	◒
☑	**Goodyear** Eagle F1 Asymmetric All Season	70	◒	◒	◒	◒	○	◒	○	◒	◒	◒
	Continental Extreme Contact DWS	66	◒	◒	●	●	●	○	◒	○	○	◒
☑	**Hankook** Ventus S1 noble 2	66	◒	◒	◒	●	○	○	◒	◒	◒	◒
☑	**BFGoodrich** g-Force Super Sport A/S	66	●	◒	●	◒	○	◒	○	○	◒	○
☑	**Pirelli** P Zero Nero All Season	64	◒	◒	◒	●	○	○	○	◒	◒	○
☑	**Cooper** Zeon RS3-A	64	◒	◒	◒	◒	○	○	◒	○	◒	○
	Uniroyal Tiger Paw GTZ	62	●	○	◒	◒	○	◒	◒	○	◒	●
	General G-Max AS-03	62	◒	○	◒	◒	○	◒	◒	◒	◒	◒
	Falken ZE950 A/S	62	●	◒	◒	◒	○	○	○	○	◒	○
	Nexen N7000	62	○	○	○	●	○	○	◒	◒	●	●
	Bridgestone Potenza RE970AS Pole Position	60	◒	◒	○	◒	◒	○	◒	○	○	○
	Sumitomo HTR A/S PO1	58	◒	○	◒	◒	○	◒	◒	◒	○	○
	Kumho Ecsta 4x	58	◒	○	◒	●	◒	◒	◒	◒	○	○
	Nitto Motivo	56	◒	◒	○	◒	◒	○	○	◒	○	●
	Falken Azenis PT722 A/S	56	◒	◒	◒	◒	◒	○	○	○	◒	●
	Toyo Proxes 4 Plus	56	◒	◒	◒	◒	○	○	○	◒	○	●
	Maxxis Victra MA-Z4S	54	◒	○	◒	●	●	●	◒	○	○	○
	Yokohama Avid ENVigor	52	○	○	◒	●	●	◒	◒	○	◒	◒
	Firestone Firehawk Wide Oval AS	52	○	◒	○	●	○	○	◒	◒	◒	○

Ratings: All-Season Truck Tires

These tires are very big sellers, and have characteristics similar to those for all-season car tires. They aren't designed for serious off-road use, but that's something few SUV drivers ever do. Tested models are designed for light-duty SUVs and pickup trucks.

Michelin LTX M/S2

Goodyear Assurance CS TripleTred All-Season

Pirelli Scorpion Verde All Season Plus

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

TRUCK ALL-SEASON TIRES

Best for all-weather conditions and long tread life:

- **Michelin** LTX M/S2
- **Goodyear** Assurance CS TripleTred All-Season

Good choices for most weather conditions:

- **Pirelli** Scorpion Verde All Season Plus
- **Continental** CrossContact LX20 EcoPlus
- **Cooper** Discoverer SRX

☑ Recommended ●◓○◒● Better ← → Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING				WINTER DRIVING		COMFORT		OTHER	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life
	ALL-SEASON TRUCK											
☑	**Michelin** LTX M/S2	74	◓	◓	◓	●	◓	○	◓	●	○	●
☑	**Goodyear** Assurance CS TripleTred All-Season	70	●	◓	○	◓	○	○	○	●	○	●
☑	**Pirelli** Scorpion Verde All Season Plus	68	●	◓	◓	●	○	○	◓	●	◓	◓
☑	**Continental** CrossContact LX20 EcoPlus	68	●	●	○	●	○	◒	◓	●	○	○
☑	**Cooper** Discoverer SRX	68	◓	◓	◓	●	◓	○	○	◓	◓	◓
	Nokian WR G3 SUV	66	◓	◓	◓	●	◓	○	○	○	○	◒
	Uniroyal Laredo Cross Country Tour	66	●	◓	◓	◓	○	○	◓	◓	◒	◓
	Firestone Destination LE2	66	●	◓	◓	●	◓	○	○	◓	○	○
	General Grabber HTS	66	●	◓	○	●	○	○	○	●	◒	○
	Falken WildPeak H/T 01	64	●	○	○	●	○	○	○	◓	◒	◓
	Hankook Dynapro HT	64	●	◓	◓	●	○	○	○	○	○	◓
	GT Radial Savero HT2	64	●	○	◓	●	○	◒	○	◓	◓	◒
	Toyo Open Country H/T	62	●	○	◓	◓	○	○	◓	◓	●	◓
	Kumho Road Venture APT KL51	62	●	○	○	●	○	○	○	◓	○	◒
	Maxxis Bravo HT-770	60	●	○	◓	●	◒	○	◓	●	○	○
	Bridgestone Dueler H/L Alenza Plus	60	◓	◓	◓	●	○	◒	○	○	○	○
	Geostar GS716	58	●	○	◓	◓	◒	◒	○	○	○	○
	Sunny SN3606	54	●	◓	○	●	●	◒	◒	◒	●	◒

Ratings: All-Terrain Truck Tires

Designed for both on- and off-road use, all-terrain models differ from all-season tires by having a more aggressive tread pattern that gives them better grip in moderate off-road conditions than the all-season truck tires. Like the all-season tires, all-terrain models are designed to handle most conditions, including dry and wet pavement as well as light to moderate snow.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

TRUCK ALL-TERRAIN TIRES

Best for all-weather conditions and long tread life:

- **Hankook** Dynapro AT-M
- **Goodyear** Wrangler All-Terrain Adventure with Kevlar
- **Michelin** LTX A/T2
- **Cooper** Discoverer A/TW

Good choice for most weather conditions:

- **Falken** WildPeak A/T01

Hankook Dynapro ATM

Michelin LTX A/T2

☑ Recommended ● ◓ ○ ◒ ● Better ← → Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING				WINTER DRIVING		COMFORT		OTHER	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life
	ALL-TERRAIN TRUCK											
☑	**Hankook** Dynapro AT-M	66	●	○	○	◓	◓	○	○	○	○	●
☑	**Goodyear** Wrangler All-Terrain Adventure with Kevlar	66	●	◓	◓	◓	○	○	○	○	●	◓
☑	**Michelin** LTX A/T2	66	◓	○	○	●	◓	○	◓	○	◓	●
☑	**Cooper** Discoverer A/TW	64	◓	○	◓	●	◓	○	○	○	○	◓
☑	**Falken** WildPeak A/T01	64	●	◓	○	●	◓	◒	○	○	○	○
	Maxxis Bravo AT-771	62	●	○	○	●	○	○	○	○	◒	○
	BFGoodrich Rugged Terrain T/A	62	●	◓	◓	◓	○	○	◒	◒	◒	◓
	Cooper Discoverer A/T3	60	●	○	◓	●	○	◒	◓	○	◒	○
	Nokian Rotiiva AT	60	●	○	○	●	◓	◒	◓	○	○	○
	Nexen Rodian AT Pro	60	●	○	○	◓	◓	○	○	○	◒	○
	Kumho Road Venture AT KL78	58	◓	○	○	◓	◓	○	○	○	◒	○
	Dick Cepek Trail Country	58	●	○	○	◓	◓	○	○	○	●	○
	Yokohama Geolandar A/T-S	58	●	○	○	●	○	●	○	○	◒	◒
	Bridgestone Dueler A/T Revo 2	58	●	◓	○	●	○	○	○	○	◒	◒
	Firestone Destination A/T	56	◓	◒	○	●	○	○	○	○	◒	○

Guide to the Ratings

Overall score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. **Braking** tests on ice are from 10 mph; on dry and wet pavement from 60 mph. **Handling** for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. For UHP tires, dry handling includes dry cornering grip, avoidance maneuver performance, and subjective steering feel. **Wet Handling** includes wet cornering grip and how well a tire handled in our wet autocross test. **Hydroplaning** denotes a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. **Ride comfort** and **Noise** are evaluated subjectively, on rough and smooth roads. **Rolling resistance,** as measured on a dynamometer, is a factor in fuel economy. **Tread life** indicates wear potential from our 12,000- or 16,000-mile mixed vehicle driving test.

Ratings: Winter/Snow Tires

Winter/Snow tires have tread with more biting edges for better grip on snow and ice than all-season tires, and many have a softer rubber compound to remain flexible in the cold. But on cleared roads, they might not grip as well as all-season tires and they tend to wear more quickly.

Michelin X-Ice XI3

Bridgestone Blizzak WS80

Continental WinterContact SI

☑ Recommended

Better ◀ ▶ Worse

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

WINTER/SNOW TIRES

Best for severe winter conditions:

- **Michelin** X-Ice XI3
- **Nokian** Hakkapeliitta R2
- **Bridgestone** Blizzak WS80
- **Continental** WinterContact SI
- **Dunlop** Winter Maxx

Rec.	BRAND & MODEL	SCORE	WINTER DRIVING		THREE-SEASON DRIVING				COMFORT		OTHER
			Snow Traction	Ice Braking	Dry Braking	Wet Braking	Handling	Hydroplaning	Ride	Noise	Rolling Resistance
	WINTER/SNOW TIRES										
☑	**Michelin** X-Ice XI3	70	Better	Better	Worse	Worse	Worse	Worse	Better	Better	Better
☑	**Nokian** Hakkapeliitta R2	70	Better	Better	Worse	Worse	Worse	Worse	Better	Better	Better
☑	**Bridgestone** Blizzak WS80	66	Better	Better	Worse	Worse	Worse	Worse	Better	Worse	Worse
	Cooper Weather-Master WSC	64	Better	Better	Worse	Worse	Worse	Better	Better	Better	Worse
	Toyo Observe G3-ICE	64	Better	Better	Worse	Worse	Worse	Worse	Better	Worse	Better
☑	**Continental** WinterContact SI	64	Better	Better	Worse	Worse	Worse	Worse	Better	Worse	Better
	General Altimax Arctic	64	Better	Better	Worse	Worse	Worse	Worse	Better	Better	Worse
☑	**Dunlop** Winter Maxx	64	Better	Better	Worse	Worse	Worse	Worse	Better	Worse	Better
	Nokian WR G3	64	Better	Worse	Worse	Worse	Worse	Better	Better	Better	Worse
	Toyo Celsius	64	Better	Worse	Worse	Worse	Worse	Better	Worse	Better	Worse
	Vredestein WinTrac Xtreme S	62	Better	Worse	Worse	Worse	Worse	Better	Better	Better	Better
	Hankook Winter i*Pike RS	62	Better	Better	Worse	Worse	Worse	Worse	Better	Better	Better
	Falken HS449 EuroWinter	62	Better	Better	Worse	Worse	Worse	Better	Better	Worse	Worse
	Nexen WinGuard Winspike	62	Better	Better	Worse	Worse	Worse	Better	Better	Worse	Worse
	Pirelli Winter Carving Edge	60	Better	Better	Worse	Worse	Worse	Better	Better	Worse	Better
	Uniroyal Tiger Paw Ice & Snow II	60	Better	Better	Worse	Worse	Worse	Better	Better	Worse	Better
	Yokohama ice Guard iG52c	60	Better	Better	Worse	Worse	Worse	Worse	Better	Worse	Better
	Cooper WM-SA2	58	Better	Worse	Worse	Worse	Worse	Better	Better	Better	Worse
	GT Radial Champiro Ice Pro	58	Better	Worse	Worse	Worse	Worse	Better	Better	Worse	Better
	BFGoodrich Winter Slalom KSI	56	Better	Worse	Worse	Worse	Worse	Worse	Better	Better	Better
	Toyo Observe Gsi-5	54	Better	Better	Worse	Worse	Worse	Worse	Better	Worse	Better
	Firestone WinterForce	50	Better	Worse	Worse	Worse	Worse	Better	Better	Worse	Worse

Ratings: Winter/Snow Truck Tires

Winter/Snow truck tires are designed for optimum grip on snow and ice. Like car winter/snow tires, these tire have more biting edges than all-season tires and a many have a soft, pliable rubber tread compound to help grip ice and snow in cold weather.

Michelin Latitude X-Ice XI2

Continental ExtremeWinterContact

Nokian Hakkapeliitta R2 SUV

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

WINTER/SNOW TRUCK TIRES

Best for most winter driving conditions:

- **Michelin** Latitude X-Ice XI2
- **Continental** ExtremeWinterContact
- **Nokian** Hakkapeliitta R2 SUV

☑ Recommended ● ◓ ○ ◒ ● Better ← → Worse

Rec.	BRAND & MODEL	SCORE	WINTER DRIVING		THREE-SEASON DRIVING				COMFORT		
			Snow Traction	Ice Braking	Dry Braking	Wet Braking	Handling	Hydroplaning	Ride	Noise	Rolling Resistance
	WINTER/SNOW TRUCK										
☑	**Michelin** Latitude X-Ice XI2	68	●	●	○	◒	○	○	◓	◓	●
☑	**Continental** ExtremeWinterContact	66	●	◓	◓	◒	○	◓	○	◓	○
☑	**Nokian** Hakkapeliitta R2 SUV	66	◓	◓	◓	○	○	●	○	◓	○
	Yokohama iceGUARD iG51v	64	◓	◓	◓	●	○	●	◓	◓	○
	Bridgestone Blizzak DM-V1	64	●	●	○	●	●	◓	○	○	◒
	Nexen Winguard winSpike SUV	62	◓	◓	○	◒	○	◓	○	◓	○
	Firestone Winterforce UV	58	●	○	○	◒	◒	●	◓	●	●
	Cooper Discoverer M+S	52	◓	○	○	◒	○	●	◓	○	●

The Truth About Recalls

Consumers are asking, What do these mean for me?

Dangerous airbags: Stephanie Erdman was injured by a defective airbag made by the supplier Takata. She spoke before a Senate hearing on the devices, which have been linked to multiple deaths and injuries. Hiroshi Shimizu (far left), a senior vice president at Takata, also testified.

PHOTO: J. SCOTT APPLEWHITE/AP PHOTO

You aren't alone if you are still reeling from the avalanche of car recalls over the last few years and are wondering what it all means for car owners. In 2014 alone, about 62 million vehicles in the U.S. were recalled. That's the equivalent of about four years' worth of cars sold here, or about one out of every four cars on the road today.

Several recalls made huge headlines, including those for defective ignition switches in General Motors cars that have been linked to at least 50 deaths, and faulty Takata airbags, installed in Hondas and other brands, said to be responsible for at least five deaths and 64 injuries.

So what's going on? Have carmakers been asleep at the drawing board or on the assembly line? And will the recalls result in better practices and safer cars?

The answer to both questions is yes. Several big manufacturers have certainly made defective vehicles in the past and in some cases, tried to cover it up. But the resulting publicity has turned a harsh spotlight on the problem and created an expectation of safer cars. Take a public that's ready to complain—and often willing to sue—plus a more aggressive federal government, and you end up with record-breaking recalls.

The head of the National Highway Traffic Safety Administration (NHTSA), Mark Rosekind, told Consumer Reports, "If the system is working better to pick up [those defects], and we're catching them sooner and more easily, we might actually see an increase."

He is referring to the fact that in the past few years, federal regulators have made it a priority to root out design defects. Indeed, some of the largest recalls, including those involving Takata's airbags and 1.5 million older Jeep Grand Cherokee and Liberty SUVs for fuel-tank punctures, were demanded by NHTSA.

SURPRISE: Cars Are Actually Safer

Most recalls, though, are initiated by the automakers themselves, who are, frankly, running scared. In 2013, the government began requiring them to be more diligent in alerting the feds to safety issues. Manufacturers who didn't comply got hit with a record $126 million in fines by NHTSA last year.

The timing of all of those recalls comes as a new wave of auto-safety features is showing up on cars. As of 2013, traffic deaths had dropped almost 25 percent in 10 years. The 21,132 occupants killed in passenger vehicles that year was the lowest on record, according to government data.

"Cars are better and safer than ever, as shown in our tests," says Jake Fisher, director of the Consumer Reports Auto Test Center. "But it didn't happen overnight. Consumers, regulators, and the auto industry itself have collectively raised expectations. Widely published crash-test results have also done wonders to drive improvements. Today's car buyers prioritize safety, putting additional, ongoing pressure on automakers to provide safe vehicles and respond quickly to problems."

But there's still plenty of room for improvement. "While cars are safer, the system for identifying and addressing safety defects still needs work," says Ellen Bloom, director of federal policy for Consumers Union, the advocacy arm of Consumer Reports. "Sometimes automakers have been slow to report problems, and regulators lack the resources they need to hold industry accountable."

The threat of consumer and government lawsuits could provide powerful incentives for even tighter quality control. Although NHTSA's ability to penalize automakers financially is capped at $35 million per violation, the justice system has fewer restrictions. In 2014 Toyota shelled out $1.2 billion to settle criminal fraud charges brought by the Department of Justice (DOJ). It was punishment for Toyota's foot-dragging and deceptive public statements in response to allegations that its vehicles experienced unintended acceleration. Toyota had already agreed in 2013 to a $1.6 billion class-action settlement with millions of owners whose vehicles had lost value because of related recalls.

The DOJ is reportedly looking into a similar case against GM for withholding information from consumers regarding flimsy ignition key switches in small cars, mostly the Chevrolet Cobalt and Saturn Ion from the mid-2000s.

GM finally acknowledged the defect in 2014, kicking off a cascade of recalls to address those and other cars' defects. By the end of 2014, GM had issued 84 recalls for almost 27 million vehicles—more than the entire industry has recalled in most years.

safercar.gov
NHTSA
CONSUMER ALERT
GM IGNITION RECALL
USE A SINGLE KEY
DO NOT USE A KEYCHAIN
>> Advisory: Owners urged to bring cars in for free remedy
>> GM's site on the recalls | NHTSA's page on the recalls
MacBook Pro

Five Key Questions About Recalls

1 How do I find out whether my car has been recalled? Go to your vehicle manufacturer's website or to safercar.gov, and plug in your vehicle identification number (VIN).

2 How do I find out whether the used car I'm buying was recalled and the problem was fixed? Same as above.

3 Should I worry about my car's air bags? Any recall should be taken seriously. To get some perspective and learn about the greatest dangers, read "Everything You Need to Know About the Takata Air-Bag Recall," at ConsumerReports.org.

4 How do I know whether my recalled car is safe to drive? If your car is unsafe, the recall notice from the manufacturer will say so in clear language.

5 How do I file a complaint? Go to safercar.gov; the home page has a link to file complaints.

How to protect yourself

Consumers need to do their part by participating fully in recalls. If you get a notice, take it seriously. Too many car owners don't respond to them, so the free safety fix is never done. A 2012 NHTSA-sponsored study found that 21 to 25 percent of the problems covered by recall notices between 2006 and

The ignition switch on some General Motors cars' steering columns was linked to numerous deadly accidents before the company issued a recall.

2010 remained unrepaired. Carfax, which tracks used-car vehicle histories, calculated that more than 36 million cars now on the road have uncompleted recall work.

In some cases, owners don't know there's a problem because they bought their car used and the previous owner didn't get the work done. Other times, automakers lose track of who owns the car because it has been sold and resold a few times.

But many people simply disregard the recall letter, especially if their car doesn't show signs of the described problem. That's a mistake, just like ignoring a fire alarm in your building because you can't smell smoke.

"You've got to pay attention to all [recalls]," Rosekind says. "A recall means it's a safety issue. But we're looking at increasing our communications to help people understand them more clearly. We want them to be safe, but they've got to take action as well."

It's easy to find out whether your car has an unresolved recall repair. With your vehicle identification number (VIN) in hand, go to your automaker's website or to NHTSA's site at safercar.gov, punch in the number, and see whether recall work is pending. You can find the 17-digit VIN on the car, its registration paperwork, or your insurance card. You can also call any franchised dealer for your brand for assistance. For more, go to ConsumerReports.org/carrecalls.

If you notice that something seems wrong with your vehicle, say something. Get involved. If your car develops a problem that you think could put you or someone else in danger, such as a fuel leak or a serious steering or braking defect that's not related to wear and tear, report it to the automaker's customer-service department and NHTSA's safety hotline (at safercar.gov). Automakers and the government depend on consumer complaints to find out about safety concerns and do something about them. If no one reports a problem, it's as if it never existed.

Of course, you should get your car fixed if it seems unsafe to drive. If the repair is later covered by a recall, you'll probably be reimbursed for what the dealer charged for the repair.

Battling 'Recall Fatigue'

One reason consumers don't respond to recall notices promptly could be that there are so many, an unintended consequence of stepped-up enforcement and automakers' increased accountability. It's also a function of their new willingness to address problems in older vehicles, a situation that should calm down in time.

In the interim, however, more recalls means more chances for consumers to ignore them, which is happening with rising frequency.

"It's becoming increasingly difficult to get customers to come in to get the recalls done," said John Mendel, executive vice president of American Honda. "There is definitely recall fatigue."

Mendel suggests that NHTSA should create different categories of recalls, where truly dangerous defects would be distinguished from problems that could wait until a car owner's next scheduled service. An alternative is Japan's system, where a vehicle's registration can't be renewed unless the owner can prove all recall work was done.

Consumer Reports' considers those solutions to be compelling, but a key objective remains providing NHTSA with adequate funding to properly protect America's driving public.

Check on recalls for your car with our search tool. And for more about car safety, go to ConsumerReports.org/carsafety.

PHOTO: MICHAEL SPOONEYBARGER/REUTERS

Jeep Renegade

VEHICLE PROFILES

284 Vehicles

2006-2015 Models

On the following pages you will find profiles of 284 cars, SUVs, minivans, pickup trucks, and wagons, covering nearly every major model made from 2006 through 2015.

Each profile includes a review by Consumer Reports' auto experts, typical price ranges for each model year, crash-test results, the dates of redesigns or freshenings, available drivetrains and safety features, and other information.

For most models, you'll also find a detailed reliability history chart that provides an overall reliability verdict for each model year and shows how the model fared in 17 major areas, including engine, cooling, fuel system, transmission, electrical, brakes, and power equipment—information that can help you avoid buying a problem-prone vehicle. For more information on the reliability history charts, turn to page 98.

To find a quick list of the most- or least-reliable used-car models, see "Best and Worst Used Cars" on pages 24 through 29. Starting on page 37 is a comprehensive list of the fuel economy and key road-test data for every car we tested between 2006 and 2015. Then, in this section, turn to the profile of the vehicles that interest you.

How to Get the Most From the Vehicle Profiles Information 2006-2015 Models

CR GOOD BET

1. THE "CR GOOD BET" symbol is given to models that have consistently done well in our tests and have had consistently above-average reliability.

2. OVERVIEW This assessment by CR's auto experts is based on testing and research through the years covered.

3. RELATED MODELS Some automakers sell essentially the same car under different nameplates. When this is the case, similar models are listed.

4. REDESIGN/FRESHENING Here we note the model year or years that the vehicle received significant design changes. In between major redesigns, a model typically remains the same from year to year, sometimes with minor changes in styling, trim, features, or the powertrain.

5. SAFETY EQUIPMENT We note here the availability of side and head-protection air bags, antilock brakes (ABS), and electronic stability control (ESC). Starting in 2012, all passenger vehicles have standard ABS and ESC.

6. DRIVE WHEELS This tells you whether a vehicle uses front-wheel drive, rear-wheel drive, four-wheel drive (4WD), or all-wheel drive (AWD). 4WD is available as a part-time, permanent, or selectable system. Both permanent and selectable can be engaged in full-time 4WD all the time. Part-time 4WD can't be used on dry pavement. AWD is similar to full-time 4WD, except it doesn't include low-range gearing, which is most important for serious off-road driving.

7. RELIABILITY HISTORY For each model year, where available, this chart details the problem rates in 17 trouble spots. See the facing page for details on interpreting these charts. The Used Car Verdict sums up the overall reliability of each model year.

8. PRICES Prices are an estimate of the price range for the years the model was available.

9. CRASH-TEST RESULTS Where available, we include frontal- and side-crash results from the National Highway Traffic Safety Administration (NHTSA) and offset-frontal crash results from the Insurance Institute for Highway Safety (IIHS). The IIHS uses a four-point scale: Good, Acceptable, Marginal, and Poor. Starting with the 2011 model year the NHTSA revised its testing methods to be more stringent. Therefore, the 2011 and later crash-test results are not comparable to those of the 2010 and earlier models.

KEY FOR NHTSA CRASH-TEST RATINGS

Better ← → Worse

RELIABILITY HISTORY

These charts are based on about 740,000 responses to our 2015 Annual Auto Survey. Consumer Reports subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below.

The scores in the charts are based on the percentage of respondents who reported problems in each of the 17 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2015 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles.

HOW TO READ THE CHARTS

To check on the reliability history of a particular year's model, start with the **Used Car Verdict.** This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine major, engine cooling, transmission major, and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see how a 2016 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's Used Car Verdict for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2016. We have found that several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2015 or 2014, or if there were insufficient data for more years. Sometimes we include a prediction for a model that is new or has been redesigned, provided its reliability history and the manufacturer's track record have remained consistently above average.

To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 **Trouble Spots.** The chart at the left shows the average problem rates for all models in the survey in each trouble spot. Scores for each chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year.

Models that score a ● are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a ⊙ are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a ● or a ◒ unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it will be assigned a ◓ or a ⊙ respectively. In the charts, a model year in red identifies the year of a major redesign or the first year of introduction. Model years with insufficient data are noted with a column of asterisks (*).

Average Problem Rates

TROUBLE SPOTS	06	07	08	09	10	11	12	13	14	15
Engine Major	2%	2%	1%	2%	1%	1%	1%	<1%	<1%	<1%
Engine Minor	3	3	2	2	1	1	1	1	<1	<1
Engine Cooling	2	1	1	1	1	1	<1	<1	<1	<1
Transmission Major	2	2	1	1	1	1	1	<1	<1	<1
Transmission Minor	2	2	2	1	1	1	1	1	1	<1
Drive System	3	2	2	2	1	1	1	1	1	<1
Fuel System	3	3	2	2	2	1	1	1	1	<1
Electrical System	2	2	1	2	1	1	<1	<1	<1	<1
Climate System	5	4	3	2	2	2	1	1	1	<1
Suspension	6	6	5	4	3	2	1	1	1	<1
Brakes	5	4	3	3	3	2	2	1	1	<1
Exhaust	2	1	1	1	1	<1	<1	<1	<1	<1
Paint/Trim	3	3	3	2	2	1	1	1	1	1
Noises & Leaks	4	4	4	3	3	2	3	2	2	1
Body Hardware	2	2	2	2	1	1	1	1	1	<1
Power Equipment	5	5	5	4	4	3	2	2	1	1
In-Car Electronics	3	3	3	3	2	2	2	3	2	2
USED CAR VERDICTS										
NEW CAR PREDICTION										

KEY FOR RELIABILITY RATINGS

⊙ ◓ ○ ◒ ●

Better ← → Worse

WHAT THE TROUBLE SPOTS INCLUDE

> **Engine, major:** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

> **Engine, minor:** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

> **Engine, cooling:** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

> **Transmission, major:** Transmission rebuild or replacement, torque converter, premature clutch replacement.

> **Transmission, minor:** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

> **Drive system:** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

> **Fuel system:** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

> **Electrical:** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plugs and wires failure.

> **Climate system:** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

> **Suspension**: Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

> **Brakes:** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

> **Exhaust:** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

> **Paint/trim:** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

> **Noises/leaks:** Squeaks or rattles, seals, and/or weather stripping, air or water leaks, wind noise.

> **Body hardware:** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

> **Power equipment and accessories:** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

> **In-car electronics:** Audio systems, entertainment systems, navigation system, backup camera/sensors, communication system.

Acura ILX

SMALL CAR

Introduced in 2013, Acura's entry-level luxury compact shares its underpinnings with the Honda Civic. But it has different suspension tuning, as well as fancier features and nicer interior materials. Early models were available with three four-cylinder engines: a 2.0-liter base, 1.5-liter hybrid, and a higher-performance 2.4-liter. The base engine and five-speed automatic work very well. Handling is sound, but the ride is choppy and road noise is pronounced, undermining its "affordable luxury" promise. **RELATED MODELS:** Honda Civic.

REDESIGN/FRESHENING: 2013, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Acura ILX	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	●	*
Engine Minor								●	●	*
Engine Cooling								●	●	*
Trans. Major								●	●	*
Trans. Minor								●	●	*
Drive System								●	●	*
Fuel System								●	●	*
Electrical								●	●	*
Climate System								●	●	*
Suspension								●	●	*
Brakes								●	●	*
Exhaust								●	●	*
Paint/Trim								●	◓	*
Noises & Leaks								◓	◒	*
Body Hardware								●	●	*
Power Equip.								◓	◓	*
In-Car Electr.								◓	◓	*
USED CAR VERDICTS								●	◓	*
NEW CAR PREDICTION	New									

PRICES

Model yrs	
2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$20,400 - $23,600
2014	$22,400 - $25,100
2015	$23,900 - $26,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Acura MDX

SPORT-UTILITY VEHICLE

The MDX has always been one of our top-Rated SUVs, with a strong powertrain, independent suspension, and standard all-wheel drive. The ride is firm but composed. Handling can get a bit twitchy in emergency maneuvers, even with the standard stability control that arrived with the 2003 model. The cabin is well-appointed and quiet, but road noise is noticeable. A welcome feature is a split third-row seat that can fold flat into the floor. For 2003, horsepower of its V6 increased to 265 hp. The significantly better 2007 redesign brought a 300-hp V6, somewhat better agility, and a dashboard confusingly crowded with buttons. The third row remained tight for adults. **RELATED MODELS:** Honda Pilot.

REDESIGN/FRESHENING: 2007, 2014, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD. Front available starting from 2014.

RELIABILITY HISTORY

TROUBLE SPOTS: Acura MDX	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	●	●	●	●	●	●
Engine Minor	◓	●	◓	◓	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	◓	◓	○	●	●	●	●	●	●	●
Drive System	○	○	●	●	●	●	●	●	●	●
Fuel System	◓	○	◓	●	●	●	●	●	●	●
Electrical	◓	◓	◓	●	●	●	●	●	●	●
Climate System	◒	●	○	◒	●	●	●	●	●	●
Suspension	◓	◒	○	◒	◒	◓	◓	●	●	●
Brakes	◓	◓	◓	●	●	●	●	●	●	●
Exhaust	●	◓	●	●	●	●	●	●	●	●
Paint/Trim	○	◓	○	●	◓	●	●	●	◓	●
Noises & Leaks	○	◓	○	◓	◓	◓	◓	○	◒	◓
Body Hardware	◓	◓	○	●	◓	◓	●	●	●	●
Power Equip.	◓	◒	○	◒	◒	●	◓	◓	○	●
In-Car Electr.	◒	●	●	●	○	○	○	○	◒	○
USED CAR VERDICTS	◓	○	○	◓	◓	●	●	●	○	○
NEW CAR PREDICTION	Better than average ◓									

PRICES

Model yrs	
2006	$11,500 - $12,800
2007	$15,100 - $18,700
2008	$17,700 - $20,600
2009	$20,400 - $24,200
2010	$23,300 - $28,700
2011	$26,200 - $33,100
2012	$28,800 - $36,400
2013	$32,300 - $39,900
2014	$36,300 - $46,300
2015	$41,200 - $51,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Acura RDX

SPORT-UTILITY VEHICLE

Derived from the Honda CR-V, the RDX bowed in 2007 as a small, all-wheel-drive upscale SUV. First generation models have a 240-hp, 2.3-liter turbocharged four-cylinder with good midrange power but require premium fuel and lack the refinement of a V6. Handling is relatively agile for an SUV, but the ride is a little stiff and road noise is pronounced. There are lots of electronic bells and whistles but the navigation system's dashboard controller is more awkward to use than a touch-screen interface would be. A 2013 redesign brought a slightly larger package, along with a smooth, powerful V6 and a six-speed automatic. The ride improved a bit, but was still a bit choppy. **RELATED MODELS:** Honda CR-V.

REDESIGN/FRESHENING: 2007, 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD. Front or AWD starting from 2010.

RELIABILITY HISTORY

TROUBLE SPOTS	Acura RDX								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	✶	●	●	●	●	●	●
Engine Minor	●	●	●	✶	●	●	◓	●	●	●
Engine Cooling	●	●	●	✶	●	●	●	●	●	●
Trans. Major	●	◓	●	✶	●	●	●	●	●	●
Trans. Minor	◓	○	●	✶	○	●	●	●	●	●
Drive System	◓	●	●	✶	●	●	●	◓	●	●
Fuel System	◓	●	●	✶	●	●	●	●	●	●
Electrical	○	●	●	✶	●	●	●	●	●	●
Climate System	●	●	●	✶	○	○	○	●	●	●
Suspension	◓	○	●	✶	●	◓	◓	◒	○	●
Brakes	◓	○	●	✶	◓	○	●	○	◓	●
Exhaust	●	●	●	✶	●	●	●	●	●	●
Paint/Trim	◓	◓	●	✶	◒	○	◓	●	●	●
Noises & Leaks	◓	○	●	✶	●	◓	○	○	◓	●
Body Hardware	●	◓	●	✶	●	●	●	●	●	●
Power Equip.	◓	○	●	✶	●	◓	●	◓	◓	◓
In-Car Electr.	●	◓	●	✶	◓	○	◓	◓	◓	◓
USED CAR VERDICTS	◓	◓	●	✶	●	●	●	○	○	●
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	$10,700 - $12,700
2008	$14,200 - $16,500
2009	$16,300 - $18,500
2010	$18,000 - $21,300
2011	$20,400 - $23,500
2012	$23,800 - $26,900
2013	$27,000 - $30,100
2014	$29,700 - $32,700
2015	$33,700 - $36,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Acura RL, RLX

LUXURY CAR

Acura's flagship sedan is a good car but never one of the greats. While quiet, spacious, and refined, it has always trailed its German competitors in performance and safety features. Overall, we liked the first front-wheel-drive RL's roomy cabin, comfortable ride, sound handling, and exceptional brakes. But it lacked expected features such as dual-zone climate control and other niceties. A 2005 redesign brought more horsepower and a switch to standard all-wheel drive. But handling was not up to its peers, while the interior was nicely finished but cramped for a big car and only slightly roomier than an Acura TL of the same vintage. For 2014, the RL was redesigned and renamed RLX and came with front-wheel drive and a V6 engine. While roomier inside, it still trailed its competitors in our tests.

REDESIGN/FRESHENING: 2005, 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Acura RL, RLX								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	✶	✶	✶	✶	✶	✶		●	✶
Engine Minor	◓	✶	✶	✶	✶	✶	✶		●	✶
Engine Cooling	●	✶	✶	✶	✶	✶	✶		●	✶
Trans. Major	◓	✶	✶	✶	✶	✶	✶		●	✶
Trans. Minor	●	✶	✶	✶	✶	✶	✶		◓	✶
Drive System	●	✶	✶	✶	✶	✶	✶		◓	✶
Fuel System	◓	✶	✶	✶	✶	✶	✶		●	✶
Electrical	◓	✶	✶	✶	✶	✶	✶		●	✶
Climate System	●	✶	✶	✶	✶	✶	✶		○	✶
Suspension	●	✶	✶	✶	✶	✶	✶		○	✶
Brakes	●	✶	✶	✶	✶	✶	✶		○	✶
Exhaust	●	✶	✶	✶	✶	✶	✶		●	✶
Paint/Trim	○	✶	✶	✶	✶	✶	✶		◓	✶
Noises & Leaks	●	✶	✶	✶	✶	✶	✶		●	✶
Body Hardware	●	✶	✶	✶	✶	✶	✶		●	✶
Power Equip.	◒	✶	✶	✶	✶	✶	✶		●	✶
In-Car Electr.	●	✶	✶	✶	✶	✶	✶		●	✶
USED CAR VERDICTS	◓	✶	✶	✶	✶	✶	✶		●	✶
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$8,500 - $10,800
2007	$9,900 - $12,400
2008	$11,400 - $13,900
2009	$14,100 - $16,800
2010	$17,700 - $20,600
2011	$21,400 - $24,600
2012	$26,400 - $29,900
2013	-
2014	$32,700 - $38,200
2015	$36,300 - $41,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	—	—	—
2013	NT	NT	NT
2014	Good	NT	NT
2015	Good	●/●	●/●

Acura TL

UPSCALE CAR

The third-generation TL arrived in 2004, and brought a near-ideal blend of comfort, convenience, and sportiness, motivated by a strong 270-hp, 3.2-liter V6. We were less impressed with the 2009 redesign. Although overall it is a fine car, it doesn't stand out among sporty midsize sedans in any category other than reliability. The cabin is well finished but road noise intrudes and the dash is cluttered with buttons. The front seats are comfortable but the rear is cramped. Our tested FWD, 3.5-liter V6 returned 24 mpg overall with the six-speed automatic. It had taut handling and a compliant, if firm, ride. But we found the steering vague and lacking feedback. AWD was available with the 3.7-liter V6, but 2014 was the last year for the TL.

REDESIGN/FRESHENING: 2004, 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front. Optional AWD from 2009.

RELIABILITY HISTORY

TROUBLE SPOTS: Acura TL	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	
Engine Minor	◓	◓	◓	●	◓	●	●	●	●	
Engine Cooling	●	●	●	●	●	●	●	●	●	
Trans. Major	○	●	●	●	●	◓	●	●	●	
Trans. Minor	◓	○	◓	●	●	◓	●	●	●	
Drive System	◓	○	●	●	●	●	●	●	●	
Fuel System	●	◓	◓	●	●	◓	●	●	●	
Electrical	◓	◓	◓	●	●	●	●	●	●	
Climate System	●	●	●	●	●	◓	●	●	◓	
Suspension	○	◓	○	◓	◓	●	●	●	●	
Brakes	◓	◓	◓	●	○	●	●	●	●	
Exhaust	●	●	●	●	●	●	●	●	●	
Paint/Trim	◓	●	●	◓	○	◓	●	●	◓	
Noises & Leaks	◓	◓	●	◓	◓	○	◓	●	●	
Body Hardware	●	●	●	●	◓	●	●	●	●	
Power Equip.	◓	○	◓	◓	○	○	◓	●	◓	
In-Car Electr.	●	●	●	●	●	◓	◓	●	◓	
USED CAR VERDICTS	◓	◓	●	●	◓	●	◓	●	●	
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$9,600 - $9,900
2007	$10,900 - $12,700
2008	$12,400 - $14,800
2009	$15,900 - $18,300
2010	$17,500 - $20,100
2011	$19,300 - $22,200
2012	$21,100 - $26,800
2013	$23,600 - $29,800
2014	$26,500 - $32,500
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/●
2007	Good	●/●	◓/●
2008	Good	●/●	◓/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/○	○/◓
2013	Good	◓/○	○/◓
2014	Good	◓/○	○/◓
2015	—	—	—

Acura TSX

UPSCALE CAR

Acura's entry-level TSX arrived for 2004. Though not as exciting to drive as the best sports sedans, it was certainly agile and the cabin was fairly spacious. Our major beef was the stiff ride. The powertrain was very smooth, and the four-cylinder engine returned good fuel economy. Interior fit and finish is impressive, and the controls are logically arranged, but the rear seat is not that roomy. The TSX straddles the family- and upscale-sedan categories, and is an excellent used-car alternative to a new small sedan. It was replaced for 2009 with an all-new model that we found enjoyable to drive and mildly sporty. The front seats are comfortable; the rear is a little tight. A wagon version is also available. 2014 was the TSX's last year.

REDESIGN/FRESHENING: 2004, 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Acura TSX	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	*	
Engine Minor	●	●	●	●	●	●	●	●	*	
Engine Cooling	●	●	●	●	●	●	●	●	*	
Trans. Major	●	◓	●	●	●	●	●	●	*	
Trans. Minor	◓	●	●	●	●	●	●	●	*	
Drive System	●	●	◓	●	●	●	●	●	*	
Fuel System	●	●	◓	●	●	●	●	●	*	
Electrical	◓	◒	◓	●	●	●	●	●	*	
Climate System	◓	●	◓	●	●	●	●	●	*	
Suspension	◓	◓	◓	◓	◓	◓	●	◓	*	
Brakes	○	◓	○	◒	●	◓	◓	◓	*	
Exhaust	●	●	●	●	●	●	●	●	*	
Paint/Trim	●	●	○	●	◓	○	◓	○	*	
Noises & Leaks	●	●	●	◓	◓	◓	●	◓	*	
Body Hardware	●	●	●	○	●	◓	●	◓	*	
Power Equip.	◓	◓	◓	●	◓	○	◓	●	*	
In-Car Electr.	◓	◓	◓	◓	◓	◓	◓	○	*	
USED CAR VERDICTS	●	●	●	◓	●	●	●	◓	*	
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,700 - $8,800
2007	$8,200 - $10,500
2008	$9,600 - $11,900
2009	$11,100 - $13,600
2010	$14,200 - $16,800
2011	$17,300 - $19,900
2012	$19,800 - $22,400
2013	$22,100 - $25,300
2014	$24,600 - $26,300
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/◓
2007	Good	●/●	●/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Audi A3

UPSCALE CAR

The A3 is an upscale little hatchback with a tasteful interior and, in most versions, a gutsy turbocharged 2.0-liter, four-cylinder engine. It's a relative of the VW Rabbit/GTI and Jetta and resembles a small wagon. Front-wheel drive is standard but as in other Audis, all-wheel drive is available. We found the A3 quite nimble and quick, but the steering feels a little too light at low speeds. The S-tronic transmission, an automated manual, works very well. A more powerful 3.2-liter V6 was optional on front-drive and standard with AWD models until 2009. Starting with 2010 the V6 went away and a 140-hp four-cylinder diesel joined the line. 2013 was the last year for the little hatchback, as a new sedan replaced it for 2015 model. **RELATED MODELS:** Volkswagen Golf, Jetta.

REDESIGN/FRESHENING: 2006, 2015. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. Rear side air bags available. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A3								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	★	★		●
Engine Minor	★	★	★	★	★	★	★	★		●
Engine Cooling	★	★	★	★	★	★	★	★		●
Trans. Major	★	★	★	★	★	★	★	★		●
Trans. Minor	★	★	★	★	★	★	★	★		●
Drive System	★	★	★	★	★	★	★	★		●
Fuel System	★	★	★	★	★	★	★	★		●
Electrical	★	★	★	★	★	★	★	★		●
Climate System	★	★	★	★	★	★	★	★		◓
Suspension	★	★	★	★	★	★	★	★		●
Brakes	★	★	★	★	★	★	★	★		●
Exhaust	★	★	★	★	★	★	★	★		●
Paint/Trim	★	★	★	★	★	★	★	★		●
Noises & Leaks	★	★	★	★	★	★	★	★		●
Body Hardware	★	★	★	★	★	★	★	★		●
Power Equip.	★	★	★	★	★	★	★	★		◓
In-Car Electr.	★	★	★	★	★	★	★	★		◓
USED CAR VERDICTS	★	★	★	★	★	★	★	★		○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$8,400 - $11,200
2007	$9,800 - $13,700
2008	$11,300 - $16,200
2009	$12,500 - $19,300
2010	$14,100 - $18,400
2011	$15,900 - $19,800
2012	$17,400 - $22,000
2013	$20,300 - $24,300
2014	-
2015	$26,900 - $38,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	—	—	—
2015	Good	◓/●	●/●

Audi A4

UPSCALE CAR

The A4 is available with front- or all-wheel drive. 2002 brought a significant redesign, with impressive attention to interior detail; A V8-powered S4 and a convertible arrived for 2004. Midway through 2005, the line was updated with a 2.0-liter turbo four-cylinder engine, a 3.2-liter V6, and some styling changes. The four-cylinder could be a bit rough. The 2009 redesign was a big step forward. Handling was agile and very secure, the ride was firm but supple and interior quality was first-rate. The rear seat remained tight, though, and some controls are overly complex. The 2.0-liter four-cylinder and slick eight-speed automatic returned a good 25 mpg overall in our tests. The S4 uses a 3.0-liter supercharged V6.

REDESIGN/FRESHENING: 2002, 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A4									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	●	●	●	●	●	●	●
Engine Cooling	◒	◒	○	●	◓	●	●	●	●	●
Trans. Major	○	●	●	●	◓	○	◓	●	●	●
Trans. Minor	◓	◓	◓	●	◓	◓	●	●	●	●
Drive System	◓	●	○	◓	○	○	●	●	●	●
Fuel System	●	●	◒	◒	○	○	◓	●	●	●
Electrical	●	●	○	○	◓	◒	●	●	●	●
Climate System	◒	◓	●	○	◒	●	●	◓	●	●
Suspension	◓	◓	●	◒	●	◓	●	◓	●	●
Brakes	◓	●	◓	●	◓	◓	●	●	◓	●
Exhaust	◒	◒	●	●	●	●	●	●	●	●
Paint/Trim	◓	●	◓	●	○	●	◓	●	●	●
Noises & Leaks	◓	●	◓	◓	○	◓	●	◓	●	●
Body Hardware	◓	◓	◒	○	◓	●	●	●	●	●
Power Equip.	◒	○	○	○	◓	◓	●	◓	●	●
In-Car Electr.	○	◓	○	◒	●	◒	◓	◓	◓	●
USED CAR VERDICTS	●	◒	○	●	●	●	◓	◓	◓	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$7,400 - $16,700
2007	$8,600 - $25,700
2008	$10,200 - $31,200
2009	$12,500 - $23,700
2010	$14,500 - $27,500
2011	$17,400 - $32,700
2012	$20,700 - $37,900
2013	$24,200 - $43,300
2014	$28,100 - $49,100
2015	$31,100 - $54,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/◓
2007	Good	◓/◓	●/◓
2008	Good	◓/◓	●/◓
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	○/◓	◓/●
2012	Good	○/◓	◓/●
2013	Good	●/●	◓/●
2014	Good	●/●	◓/●
2015	Good	●/●	◓/●

Audi A5/S5

SPORTS/SPORTY CAR

These coupe and convertibles have quiet, luxurious cabins with room for four. Although the rear seat is snug, it's one of the best in any convertible. The car drives well, with agile handling and a taut, compliant suspension. The A5 initially used a 3.2-liter V6 engine in the base model, while the S5 performance version featured a 4.2-liter V8. A turbocharged four-cylinder arrived in 2010, delivering ample power but sounding raspy. The V6 was dropped in 2013. The eight-speed automatic is super-smooth. The convertible has a shudder-free body structure and is almost devoid of wind buffeting, and the well-insulated soft top can be operated while driving at low speeds. The S5 uses the supercharged V6 and seven-speed automated manual.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A5									
	06	07	08	09	10	11	12	13	14	15
Engine, Major			★	★	●	●	●	●	●	●
Engine Minor			★	★	○	◒	●	●	●	●
Engine Cooling			★	★	○	●	●	●	●	●
Trans. Major			★	★	◓	●	●	●	●	●
Trans. Minor			★	★	◓	●	●	●	●	●
Drive System			★	★	○	●	●	●	●	●
Fuel System			★	★	●	●	●	●	◓	●
Electrical			★	★	◓	◓	●	●	●	●
Climate System			★	★	●	●	●	●	●	●
Suspension			★	★	●	●	◓	●	●	●
Brakes			★	★	●	●	●	◓	◓	●
Exhaust			★	★	●	●	●	●	●	●
Paint/Trim			★	★	●	●	●	●	●	●
Noises & Leaks			★	★	●	◒	●	○	◓	◓
Body Hardware			★	★	●	◓	●	●	●	●
Power Equip.			★	★	◓	◓	●	◓	●	●
In-Car Electr.			★	★	◓	◒	●	○	◓	◓
USED CAR VERDICTS			★	★	◒	●	●	●	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	$17,600 - $23,000
2009	$20,200 - $26,400
2010	$21,200 - $34,300
2011	$21,700 - $36,900
2012	$24,800 - $42,300
2013	$30,400 - $65,000
2014	$33,700 - $71,100
2015	$37,400 - $75,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Audi A6

LUXURY CAR

The A6 features a well-done interior, composed ride, and fairly agile handling. The 2005 redesign brought more powerful engines and more luxury amenities. The base engine became a 250-hp 3.2-liter V6. We found the car comfortable and refined but its complicated control interface can be frustrating to use. A V10 was available in the S6 and a 300-hp, 3.0-liter supercharged V6 became standard on all-wheel-drive versions in 2009. The 2012 redesign made the car even better, with an upgraded interior, comfortable seats, and a slick eight-speed automatic. A 2.0-liter, four-cylinder gas engine and a 3.0-liter diesel arrived in 2013.

REDESIGN/FRESHENING: 2005, 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A6									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	◓	★	★	★	●	●	●	●
Engine Minor	★	★	◓	★	★	★	◓	●	●	●
Engine Cooling	★	★	●	★	★	★	◓	●	●	●
Trans. Major	★	★	●	★	★	★	●	●	●	●
Trans. Minor	★	★	◓	★	★	★	●	●	●	●
Drive System	★	★	●	★	★	★	●	●	●	●
Fuel System	★	★	◒	★	★	★	●	●	●	●
Electrical	★	★	●	★	★	★	●	●	●	●
Climate System	★	★	◒	★	★	★	◓	○	●	●
Suspension	★	★	●	★	★	★	◓	●	●	●
Brakes	★	★	◒	★	★	★	◓	●	◓	●
Exhaust	★	★	●	★	★	★	●	●	●	●
Paint/Trim	★	★	●	★	★	★	●	●	●	●
Noises & Leaks	★	★	○	★	★	★	◓	◓	◓	◓
Body Hardware	★	★	●	★	★	★	●	●	●	●
Power Equip.	★	★	◒	★	★	★	◓	●	●	●
In-Car Electr.	★	★	●	★	★	★	○	●	●	◓
USED CAR VERDICTS	★	★	◓	★	★	★	○	◓	◓	○
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$7,600 - $11,700
2007	$9,200 - $16,300
2008	$11,800 - $20,700
2009	$14,500 - $26,000
2010	$17,500 - $31,100
2011	$21,700 - $35,300
2012	$25,400 - $33,600
2013	$30,700 - $52,800
2014	$35,200 - $73,400
2015	$40,000 - $82,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Audi A7

LUXURY CAR

The coupelike A7 is lower and more firmly sprung than the A6, which it is based on, and it sacrifices some comfort for sportiness. It has sporty, coupe-like styling, but the cargo flexibility of a hatchback. Its 3.0-liter, supercharged V6 is mated to Audi's excellent eight-speed automatic. In our tests the diesel version returned an excellent 28 mpg overall The interior is very luxurious and features an available head-up display that projects information on the windshield. The MMI interface adds a touchpad control for destination entry in the navigation system, which offers a Google maps display. A WiFi hotspot is also offered.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard; rear side available. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A7									
	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	●	*
Engine Minor							●	●	◓	*
Engine Cooling							◒	●	●	*
Trans. Major							●	●	●	*
Trans. Minor							●	●	●	*
Drive System							●	●	●	*
Fuel System							◒	◓	●	*
Electrical							●	●	●	*
Climate System							●	◓	◓	*
Suspension							●	●	●	*
Brakes							◓	●	●	*
Exhaust							●	●	●	*
Paint/Trim							●	●	●	*
Noises & Leaks							○	◓	◓	*
Body Hardware							●	◓	◓	*
Power Equip.							◓	○	●	*
In-Car Electr.							◒	●	○	*
USED CAR VERDICTS							○	◓	◓	*
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$40,800 - $45,100
2013	$48,500 - $64,400
2014	$55,500 - $73,400
2015	$61,300 - $113,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Audi A8

LUXURY CAR

Audi's flagship has always been comfortable, capable, and replete with the latest safety gear. A 2004 redesign brought a six-speed automatic and 4.2-liter V8, V12, and V10 engine. The cabin was well appointed but the MMI driver interaction system was a challenge to learn. 2011 brought a significantly improved car. Handling became crisp which helped make it one of the sportiest luxury sedans available. Expect a ride that's firm yet supple. The strong engines deliver smooth and effortless acceleration, yet attain commendable fuel economy. Interior ambience and quality of materials and craftsmanship is top-notch, with exceptionally comfortable and supportive front seats that offer a few types of massage. The controls are overly complicated and the trunk is small for a car this size.

REDESIGN/FRESHENING: 2004, 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A8									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$12,300 - $23,900
2007	$15,300 - $31,800
2008	$19,400 - $37,600
2009	$22,700 - $44,100
2010	$28,500 - $31,200
2011	$35,600 - $38,800
2012	$43,200 - $71,500
2013	$47,300 - $75,800
2014	$55,900 - $88,000
2015	$66,700 - $98,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Audi Q5

SPORT-UTILITY VEHICLE

Based on the A4 sedan, the Q5 hits its target as a compact, luxurious and sporty SUV spot on. Handling is agile and sporty, among the best for an SUV. The ride is steady and supple and braking is excellent. The 3.2-liter V6 provides generous power and returns 19 mpg overall. 2011 brought a punchy, though somewhat noisy, four-cylinder engine and an eight speed automatic. This combination returned a commendable 21 mpg overall in our tests. The beautifully furnished interior is very quiet, but rear seat room and cargo space are modest. Controls are needlessly complicated, often requiring multiple steps to perform simple functions. Turbodiesel and hybrid versions are also available.

REDESIGN/FRESHENING: 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard; rear side optional. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q5									
	06	07	08	09	10	11	12	13	14	15
Engine, Major				*	◓	●	⊙	⊙	⊙	⊙
Engine Minor				*	●	◓	◓	⊙	⊙	⊙
Engine Cooling				*	◓	⊙	⊙	⊙	⊙	⊙
Trans. Major				*	⊙	⊙	⊙	⊙	⊙	⊙
Trans. Minor				*	⊙	⊙	⊙	⊙	⊙	⊙
Drive System				*	◓	⊙	⊙	⊙	⊙	⊙
Fuel System				*	○	◓	◓	⊙	⊙	◓
Electrical				*	⊙	⊙	⊙	⊙	⊙	⊙
Climate System				*	◓	○	⊙	⊙	⊙	⊙
Suspension				*	◓	◓	⊙	⊙	⊙	⊙
Brakes				*	◓	◓	○	○	◓	⊙
Exhaust				*	⊙	⊙	⊙	⊙	⊙	⊙
Paint/Trim				*	⊙	⊙	◓	◓	⊙	⊙
Noises & Leaks				*	○	◓	●	●	◓	◓
Body Hardware				*	⊙	◓	◓	⊙	⊙	⊙
Power Equip.				*	◓	◓	◓	◓	⊙	⊙
In-Car Electr.				*	○	○	◓	○	⊙	◓
USED CAR VERDICTS				*	○	○	○	○	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	$18,800 - $26,400
2010	$22,700 - $30,300
2011	$24,400 - $35,600
2012	$28,100 - $38,500
2013	$32,000 - $44,000
2014	$35,300 - $51,600
2015	$40,100 - $54,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	⊙/⊙	⊙/⊙
2010	Good	⊙/⊙	⊙/⊙
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	◓/⊙	⊙/⊙
2015	Good	◓/⊙	⊙/⊙

Audi Q7

SPORT-UTILITY VEHICLE

Audi's luxury SUV shares components with the Porsche Cayenne and Volkswagen Touareg, and offers a tight but serviceable third-row seat. The strong 350-hp, 4.2-liter V8 pulls smoothly, but returns just 15 mpg overall on premium fuel. A V6 is also available. Handling is fairly nimble but doesn't shine at its limits. The ride is steady, though a little stiff at low speeds. Front-seat comfort and interior fit and finish is excellent, and the cabin is quiet, but the MMI driver-interaction system is complex. A turbodiesel V6 was added in 2009, while both the V6 and V8 gas engines were replaced by a supercharged V6 in 2011. **RELATED MODELS:** Porsche Cayenne, Volkswagen Touareg.

REDESIGN/FRESHENING: 2007, 2017. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q7									
	06	07	08	09	10	11	12	13	14	15
Engine, Major		*	*	*	*	*	*	*	⊙	*
Engine Minor		*	*	*	*	*	*	*	⊙	*
Engine Cooling		*	*	*	*	*	*	*	⊙	*
Trans. Major		*	*	*	*	*	*	*	⊙	*
Trans. Minor		*	*	*	*	*	*	*	⊙	*
Drive System		*	*	*	*	*	*	*	⊙	*
Fuel System		*	*	*	*	*	*	*	⊙	*
Electrical		*	*	*	*	*	*	*	⊙	*
Climate System		*	*	*	*	*	*	*	⊙	*
Suspension		*	*	*	*	*	*	*	◓	*
Brakes		*	*	*	*	*	*	*	⊙	*
Exhaust		*	*	*	*	*	*	*	⊙	*
Paint/Trim		*	*	*	*	*	*	*	⊙	*
Noises & Leaks		*	*	*	*	*	*	*	○	*
Body Hardware		*	*	*	*	*	*	*	⊙	*
Power Equip.		*	*	*	*	*	*	*	⊙	*
In-Car Electr.		*	*	*	*	*	*	*	◓	*
USED CAR VERDICTS		*	*	*	*	*	*	*	⊙	*
NEW CAR PREDICTION	New									

PRICES

2006	-
2007	$13,100 - $21,700
2008	$15,900 - $28,100
2009	$18,500 - $34,300
2010	$25,200 - $37,300
2011	$29,700 - $42,700
2012	$33,200 - $48,700
2013	$39,600 - $55,300
2014	$43,600 - $55,000
2015	$47,700 - $62,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	⊙/⊙	⊙/⊙
2008	Good	⊙/⊙	⊙/⊙
2009	Good	⊙/⊙	⊙/⊙
2010	Good	⊙/⊙	⊙/⊙
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Audi TT

CONVERTIBLE

Through most of its life the TT has been offered as a coupe or convertible with front- or all-wheel drive. Though artfully styled and well finished, handling isn't as sporty as competitors like the Porsche Boxster or Honda S2000 of the era. The standard engine was a noisy 180-hp turbo four-cylinder matched with a five-speed manual. AWD models got a gutsier but still-noisy 225-hp engine and six-speed manual. The ride was very stiff and visibility poor. A 250-hp V6 with a six-speed automatic or automatic-shifting manual arrived in 2004. The TT's 2008 redesign gave it crisper handling and a less punishing ride. Power now came from a 2.0-liter turbocharged four-cylinder or a 3.2-liter V6 (dropped after 2009) and a higher-output 2.0-liter turbo Four.

REDESIGN/FRESHENING: 2000, 2008, 2016. **SAFETY EQUIPMENT:** ABS and side air bags, and ESC standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi TT 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$11,100 - $15,900
2007	-
2008	$16,200 - $21,800
2009	$17,100 - $31,600
2010	$22,700 - $34,900
2011	$27,500 - $38,400
2012	$30,900 - $49,700
2013	$33,200 - $53,800
2014	$35,900 - $46,100
2015	$39,100 - $47,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	●/NA
2007	—	—	—
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

BMW 1 Series

SPORTS/SPORTY CAR

The compact 1 Series is available as a two-door coupe or convertible. Power comes from the same six-cylinder engines found in the 3 and 5 Series, including a muscular 300-hp twin-turbo. Excellent steering and body control, along with smooth shifter and clutch action, make the 1 Series a blast to drive. The 135i we tested was super agile and quick, and even returned decent fuel economy. Although snug, the interior features high levels of fit and finish. 2013 was the final year for this fun and agile car. The more refined 2 Series, with a choice of turbocharged four and six-cylinder engines replaced it for 2014, and offers all-wheel drive in coupe and convertible forms.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	BMW 1 Series 06	07	08	09	10	11	12	13	14	15
Engine, Major			●	○	★	●	●	●		
Engine Minor			◓	●	★	○	◓	●		
Engine Cooling			●	●	★	◓	●	●		
Trans. Major			●	●	★	●	◓	●		
Trans. Minor			●	●	★	●	●	●		
Drive System			◓	●	★	◓	●	●		
Fuel System			◓	◓	★	●	●	●		
Electrical			●	●	★	○	○	●		
Climate System			◓	●	★	●	◓	●		
Suspension			●	●	★	●	◓	●		
Brakes			●	●	★	○	●	●		
Exhaust			●	●	★	●	●	●		
Paint/Trim			●	●	★	●	●	●		
Noises & Leaks			◓	◒	★	●	●	●		
Body Hardware			◓	◒	★	●	●	●		
Power Equip.			◓	○	★	●	○	●		
In-Car Electr.			◓	○	★	●	●	●		
USED CAR VERDICTS			○	◓	★	○	●	●		
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	-
2008	$11,900 - $17,100
2009	$13,500 - $20,000
2010	$15,200 - $22,800
2011	$18,100 - $26,600
2012	$21,300 - $30,500
2013	$24,700 - $37,900
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	—	—	—
2015	—	—	—

BMW 3 Series

UPSCALE CAR

The 3 Series is the car that defines a sports sedan, with rear- or all-wheel drive, pinpoint handling, and a snug but impeccably finished interior. Over the years it has been offered with a wide variety of four-, six-, and even V8 engines, and in sedan, convertible, and wagon bodystyles. But no matter which you chose, the compliant ride, slick and punchy engine, and fun-to-drive formula remained. Track-monster M3 versions tilt the needle all the way toward sportiness. For 2012, the 3 Series grew larger and softer, more comfortable and efficient, but a little less fun. BMW even offers hybrid and diesel versions for those who want frugality with their fun.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard, available in rear. Head protection air bags and ESC standard. **DRIVE WHEELS:** Rear. AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS (BMW 3 Series)	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	◒	○	◓	○	◓	◓	◓	◓
Engine Minor	●	●	●	◒	◓	○	◓	◓	◓	◓
Engine Cooling	●	◒	◒	◓	◓	◓	◓	◓	◓	◓
Trans. Major	◓	◓	◓	◓	◓	◓	◓	◓	◓	◓
Trans. Minor	◓	◓	◓	◓	◓	◓	◓	◓	◓	◓
Drive System	○	○	◓	◓	◓	◓	◓	◓	◓	◓
Fuel System	○	○	●	●	●	○	◓	◓	◓	◓
Electrical	●	●	●	●	○	○	○	◓	◓	◓
Climate System	◒	○	○	○	○	◓	◓	◓	◓	◓
Suspension	○	◓	◓	◓	◓	◓	◓	◓	◓	◓
Brakes	◓	◓	○	◓	○	◓	◓	◓	◓	◓
Exhaust	◓	◓	◓	◓	◓	◓	◓	◓	◓	◓
Paint/Trim	○	○	◓	◓	◓	◓	◓	◓	◓	◓
Noises & Leaks	○	○	◒	○	◓	○	○	◓	◓	◓
Body Hardware	○	◓	◓	◓	◓	◓	◓	◓	◓	◓
Power Equip.	●	◒	◒	◒	●	◒	○	◓	◓	◓
In-Car Electr.	◒	◒	◒	○	◓	○	◓	○	○	○
USED CAR VERDICTS	●	◒	●	◒	○	◒	○	○	○	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$8,000 - $17,100
2007	$9,400 - $16,600
2008	$11,400 - $30,100
2009	$13,600 - $33,200
2010	$15,900 - $37,500
2011	$19,700 - $40,200
2012	$24,000 - $47,900
2013	$24,500 - $54,400
2014	$27,700 - $40,900
2015	$37,700 - $71,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	◓/●	●/●
2013	Good	◓/●	●/●
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

BMW 5 Series

LUXURY CAR

Prior to 2011, the midsized 5 Series was a superb luxury sports sedan. The cars are quiet, plush, and fun to drive, with nimble handling and invigorating six- and eight-cylinder engines.. But the 2011 redesign grew larger and lost a lot of its handling precision. The steering became vague and the car tended to understeer at its limits. Fit and finish is still excellent, the engines are powerful and refined, and the eight-speed automatic shifts smoothly. The cabin is comfortable and roomy with excellent seats . The addition of the frustrating iDrive driver-interaction system in 2004 complicated the controls, but they've been somewhat simplified over the years. New four-cylinder, diesel, and hybrid variants debuted in 2012, 2013, and 2014.

REDESIGN/FRESHENING: 2004, 2011. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard in front, available in rear. Head protection air bags and ESC standard. **DRIVE WHEELS:** Rear. AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS (BMW 5 Series)	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	●	◒	○	◒	○	◓	◓	◓
Engine Minor	●	●	●	●	●	●	○	◓	◓	◓
Engine Cooling	●	●	●	○	◒	○	◓	◓	◓	◓
Trans. Major	◓	◓	◓	◓	◓	◓	◓	◓	◓	◓
Trans. Minor	○	●	◒	◓	◓	◓	◓	◓	◓	◓
Drive System	◒	◒	◓	◓	◓	○	◓	◓	◓	◓
Fuel System	◓	○	◓	◓	○	○	◓	◓	◓	◓
Electrical	●	●	●	◒	●	●	◓	◓	◓	◓
Climate System	○	○	○	○	○	◓	◓	◓	◓	◓
Suspension	◓	○	○	○	○	○	◓	◓	◓	◓
Brakes	◓	◓	◓	◓	◓	◓	○	◓	◓	◓
Exhaust	◓	◓	◓	◓	◓	◓	◓	◓	◓	◓
Paint/Trim	○	○	◓	◓	◓	◓	◓	◓	◓	◓
Noises & Leaks	●	●	◒	◓	○	◓	◓	◓	◓	○
Body Hardware	○	◒	◓	◓	◓	◓	◓	◓	◓	◓
Power Equip.	◒	◒	●	○	◒	●	◓	◓	◓	◓
In-Car Electr.	●	●	●	●	◓	○	◓	●	○	●
USED CAR VERDICTS	●	●	●	○	●	●	◒	○	○	●
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$8,700 - $11,000
2007	$10,100 - $12,500
2008	$12,300 - $18,300
2009	$14,800 - $20,900
2010	$18,000 - $24,400
2011	$24,700 - $35,500
2012	$28,300 - $41,400
2013	$32,800 - $66,200
2014	$38,000 - $76,300
2015	$47,600 - $98,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	○/●	●/●
2009	Good	○/●	●/●
2010	Good	○/●	●/●
2011	Good	◓/◓	●/●
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

BMW 6 Series

COUPE

The 6 Series coupe, convertible, and now four-door Gran Coupe share a platform with the 5 Series. The standard 4.4-liter V8 is smooth and punchy, and handling is agile. But the ride can be choppy at low speeds. A redesign for 2012 brought the four-door Grand Coupe along with power from a 3.0-liter, turbo six-cylinder or a 4.4-liter V8 mated to an eight-speed automatic or a six-speed manual. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making this more of a driver's car than its predecessor. The M version is even more performance oriented. The manual transmission is unusual for this class. AWD is available.

REDESIGN/FRESHENING: 2004, 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY										
TROUBLE SPOTS	BMW 6 Series									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$14,900 - $21,200
2007	$18,400 - $25,900
2008	$22,500 - $29,700
2009	$27,400 - $35,700
2010	$32,700 - $43,400
2011	-
2012	$45,000 - $68,900
2013	$52,800 - $77,500
2014	$60,800 - $94,900
2015	$67,600 - $110,600

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	—	—	—
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

BMW 7 Series

LUXURY CAR

BMW's top-of-the-line sedan has first class accommodations, with comfortable seats and abundant features. 2002 brought the frustrating iDrive control system, but our tested 745i was very quick and agile. 2006 brought a new 4.8-liter V8 and some mild exterior changes. In the 2009 redesign the car lost its crisp, sporty feel. Handling lacked agility, and the 750Li we tested didn't shine at its limits. The ride is steady and supple but not that cushy. The turbo V8 is smooth, refined, and punchy. Gas and diesel six-cylinders are also available, along with a mighty V12. Many controls are complex to use. On the plus side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is tops.

REDESIGN/FRESHENING: 2009, 2016. **SAFETY EQUIPMENT:** ABS standard. Front side air bags standard, available in rear. Head protection air bags and ESC standard. **DRIVE WHEELS:** Rear. AWD available from 2010.

RELIABILITY HISTORY										
TROUBLE SPOTS	BMW 7 Series									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$10,800 - $15,000
2007	$14,300 - $19,200
2008	$16,900 - $22,300
2009	$26,200 - $28,300
2010	$29,500 - $49,300
2011	$29,600 - $63,100
2012	$34,900 - $81,100
2013	$43,800 - $93,600
2014	$51,800 - $118,300
2015	$66,400 - $135,800

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

BMW X1

SPORT-UTILITY VEHICLE

The X1 is a compact five-seat SUV smaller than the X3. The base 240-hp, turbocharged four-cylinder, mated to an eight-speed automatic, provides quick acceleration, and is available with rear- or all-wheel drive. The 3.0-liter, 300-hp turbocharged six-cylinder gets a six-speed automatic. Based on the previous-generation 3 Series (2006-2011), the X1 feels quite sporty to drive, but ride comfort is on the stiff side and the sharp and communicative steering feels heavy at low speeds. Noise isolation and interior quality are a notch below BMW's high standards but still decent.

REDESIGN/FRESHENING: 2013, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS BMW X1	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	●	●
Engine Minor								◓	●	●
Engine Cooling								●	●	●
Trans. Major								●	●	●
Trans. Minor								●	●	●
Drive System								●	●	●
Fuel System								●	●	●
Electrical								●	●	●
Climate System								●	●	●
Suspension								●	●	●
Brakes								○	●	◓
Exhaust								●	●	●
Paint/Trim								●	●	◓
Noises & Leaks								○	◓	◓
Body Hardware								●	●	●
Power Equip.								●	●	●
In-Car Electr.								○	◓	●
USED CAR VERDICTS								○	●	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$24,700 - $31,000
2014	$26,500 - $33,900
2015	$29,300 - $36,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

BMW X3

SPORT-UTILITY VEHICLE

Early X3 models had a very hard and choppy ride. It got a little softer in those built after May 2004. Handling is agile and forgiving. Through 2006 two six-cylinder engines were available, a 184-hp, 2.5-liter and a 225-hp, 3.0-liter. Both were mated to a standard six-speed manual or an optional five-speed automatic. All-wheel drive was standard. 2007 brought a revised suspension that improved the ride a little further, as well as a six-speed automatic, and a 3.0-liter six-cylinder with more horsepower. The 2011 redesign impressed us with its sporty handling, improved ride, seamless eight-speed automatic, and roomier, nicely-finished interior. In our tests the 28i version returned 23 mpg overall.

REDESIGN/FRESHENING: 2004, 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard; rear side available. **DRIVE WHEELS:** AWD. Rear available starting from 2014.

RELIABILITY HISTORY

TROUBLE SPOTS BMW X3	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	◒	*	*	●	●	●	●	●
Engine Minor	●	●	●	*	*	◓	◓	○	●	●
Engine Cooling	●	●	●	*	*	○	◓	●	●	●
Trans. Major	●	○	●	*	*	●	●	●	●	●
Trans. Minor	◓	◒	●	*	*	●	●	●	●	●
Drive System	●	●	●	*	*	○	●	●	●	●
Fuel System	●	◓	◒	*	*	◓	◓	●	●	●
Electrical	●	●	●	*	*	○	●	●	●	●
Climate System	◒	◓	◒	*	*	◓	◓	●	●	●
Suspension	○	○	○	*	*	◓	◓	●	●	●
Brakes	●	◓	◓	*	*	●	◓	●	●	●
Exhaust	●	◓	●	*	*	●	●	●	●	●
Paint/Trim	●	●	●	*	*	◓	◓	●	●	●
Noises & Leaks	◒	◓	○	*	*	●	◓	○	○	●
Body Hardware	●	◓	●	*	*	◓	●	●	●	●
Power Equip.	○	◒	◒	*	*	●	◓	○	◓	●
In-Car Electr.	○	○	◓	*	*	◒	◒	◒	◒	○
USED CAR VERDICTS	●	●	●	*	*	◒	○	○	○	◓
NEW CAR PREDICTION	Average ○									

PRICES

2006	$10,700 - $10,700
2007	$11,900 - $11,900
2008	$14,600 - $14,600
2009	$18,200 - $18,200
2010	$22,600 - $22,600
2011	$26,700 - $29,200
2012	$29,800 - $33,000
2013	$31,700 - $36,200
2014	$34,500 - $39,200
2015	$38,900 - $45,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	●/◓	●/●

BMW X5

SPORT-UTILITY VEHICLE

BMW's sporty midsized SUV started out with a stiff ride but comfortable seats and a plush interior. The V8 4.4i accelerated like a sports car, with outstanding handling and braking. But the six-cylinder 3.0i lifted two wheels in our avoidance maneuver testing. Improvements in 2005 cured that problem, but handling was still unsettled at its limits. We found the ride firm and both cargo space and rear-seat room modest. The 3.0-liter six-cylinder proved plenty powerful. The redesigned 2007 model was longer and brought an optional, kids-only third row. The six- and eight-cylinder engines are powerful and the diesel version got 22 mpg in our tests. The addition of iDrive made the controls more complex. The 2014 redesign brought a smoother ride but less crisp, agile handling.

REDESIGN/FRESHENING: 2000, 2007, 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard; rear side available. **DRIVE WHEELS:** AWD. Rear available starting from 2014.

RELIABILITY HISTORY

TROUBLE SPOTS	BMW X5									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	●	○	●	●	●
Engine Minor	★	★	★	★	★	○	◒	◓	●	●
Engine Cooling	★	★	★	★	★	○	◓	◓	●	●
Trans. Major	★	★	★	★	★	●	●	●	●	●
Trans. Minor	★	★	★	★	★	●	●	●	●	●
Drive System	★	★	★	★	★	◒	●	●	●	●
Fuel System	★	★	★	★	★	●	●	◓	◓	●
Electrical	★	★	★	★	★	◓	◓	●	●	●
Climate System	★	★	★	★	★	◓	●	◒	○	◓
Suspension	★	★	★	★	★	●	◓	●	◓	●
Brakes	★	★	★	★	★	◓	◓	◓	●	●
Exhaust	★	★	★	★	★	○	◓	●	●	●
Paint/Trim	★	★	★	★	★	○	◓	●	◓	●
Noises & Leaks	★	★	★	★	★	○	○	◓	●	●
Body Hardware	★	★	★	★	★	●	●	●	◓	◓
Power Equip.	★	★	★	★	★	◒	○	○	◒	●
In-Car Electr.	★	★	★	★	★	●	●	◒	●	○
USED CAR VERDICTS	★	★	★	★	★	●	●	◒	●	◓
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$10,100 - $14,300
2007	$16,100 - $17,500
2008	$18,400 - $22,000
2009	$20,200 - $25,000
2010	$23,900 - $46,600
2011	$28,800 - $51,300
2012	$33,900 - $57,100
2013	$35,200 - $64,700
2014	$42,900 - $57,200
2015	$52,200 - $67,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/●
2007	Good	NT	NT
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	●/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	○/○	●/●
2014	Good	NT	NT
2015	Good	●/●	●/●

BMW X6

SPORT-UTILITY VEHICLE

Based on the X5 SUV, the X6 is a tall coupe with four seats and standard all-wheel drive. A turbocharged 3.0-liter six-cylinder engine powers most versions and a 4.4-liter V8 is the up-level choice. The all-wheel-drive system can vary the torque from side to side to minimize understeer, similar to the system used in the Acura MDX and RDX. The styling severely hurts rear visibility, cabin access, and cargo storage. Hybrid and high-performance M versions were added in 2010. **RELATED MODELS:** BMW X5.

REDESIGN/FRESHENING: 2008, 2015. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard; rear side available. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	BMW X6									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	-
2007	-
2008	$24,300 - $27,400
2009	$26,600 - $30,800
2010	$29,400 - $45,000
2011	$32,800 - $49,100
2012	$36,900 - $55,100
2013	$45,000 - $65,200
2014	$53,300 - $75,700
2015	$63,000 - $72,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

BMW Z4

CONVERTIBLE

The Z4 arrived for 2003, with slightly more interior room than the old Z3, as well as a choice of two six-cylinder engines. While an improvement over the Z3, the Z4 retained the original car's choppy ride and it isn't very agile, partly because the steering is imprecise and not linear. The one-touch power top is very convenient. Both the available 3.0-liter six-cylinders are strong, and the M coupe and roadster use an even more powerful 3.2-liter that makes 330 hp. Later models had a turbocharged 2.0-liter four-cylinder, which returned 28 mpg overall in our tests. Further improvements include a folding hard top.

REDESIGN/FRESHENING: 2003, 2009. **SAFETY EQUIPMENT:** ABS, side air bags, and ESC standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	BMW Z4 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$11,100 - $21,400
2007	$12,800 - $23,600
2008	$14,800 - $25,800
2009	$23,000 - $25,600
2010	$26,000 - $28,500
2011	$28,800 - $37,300
2012	$31,000 - $41,600
2013	$33,700 - $45,000
2014	$37,500 - $48,600
2015	$48,900 - $63,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/◓	○/NA
2007	NT	◓/◓	○/NA
2008	NT	◓/◓	○/NA
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Buick Enclave

SPORT-UTILITY VEHICLE

The Buick Enclave is a large, car-based SUV with three rows of seats. It shares a platform with the Chevrolet Traverse, GMC Acadia, and Saturn Outlook. All use GM's contemporary 3.6-liter V6 engine mated to a six-speed automatic transmission that is a bit hesitant to downshift. We found the ride comfortable and quiet, and the powertrain smooth. Handling is secure and pretty agile for such a big vehicle. The third-row seat is roomy enough for adults. Fit and finish is excellent. Fuel economy was slightly worse in the heavier Enclave than in our tested Traverse. A revised version with an improved infotainment system and the industry's first center air bag between the front seats debuted for 2013. **RELATED MODELS:** Chevrolet Traverse, GMC Acadia, Saturn Outlook.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Buick Enclave 06	07	08	09	10	11	12	13	14	15
Engine, Major			○	○	○	◓	●	●	●	●
Engine Minor			○	○	◓	◓	●	●	●	●
Engine Cooling			◒	○	◓	◓	●	●	●	●
Trans. Major			●	●	●	●	●	●	●	●
Trans. Minor			●	○	○	●	●	●	●	●
Drive System			●	◒	◒	◒	●	●	●	●
Fuel System			◒	○	◓	◓	●	●	●	●
Electrical			◓	●	◓	●	●	●	●	●
Climate System			●	●	●	●	○	●	◓	●
Suspension			●	●	●	●	◓	◓	●	●
Brakes			○	◒	○	◒	○	◓	◓	●
Exhaust			◓	●	●	●	●	●	●	●
Paint/Trim			○	◒	◓	◓	●	●	●	●
Noises & Leaks			●	○	◓	○	○	◓	◓	●
Body Hardware			○	◒	○	◓	●	●	●	◓
Power Equip.			◒	○	◒	○	◒	◓	◓	●
In-Car Electr.			◒	◒	●	◓	◓	●	○	◓
USED CAR VERDICTS			●	●	●	●	○	◓	○	●
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	$12,300 - $15,400
2009	$13,800 - $17,400
2010	$16,400 - $21,000
2011	$19,000 - $23,200
2012	$22,700 - $31,500
2013	$28,300 - $36,100
2014	$31,300 - $40,900
2015	$37,300 - $46,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Buick Encore

SPORT-UTILITY VEHICLE

The subcompact Encore near-luxury SUV bowed for 2013 on a platform derived from the small Chevrolet Sonic. A size smaller than vehicles like the Toyota RAV4 or Honda CR-V, the Encore boasts a quiet cabin, great maneuverability, and a better ride than many larger and higher-scoring SUVs. The little 1.4-liter turbo four-cylinder and six-speed automatic deliver anemic acceleration, however, and fuel economy is disappointing for a vehicle of this size. Handling is sound though unexceptional. The cabin is reasonably well appointed but feels narrow and cramped and the swoopy styling intrudes on the view in the rear.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Buick Encore	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	●	●
Engine Minor								●	●	●
Engine Cooling								●	●	●
Trans. Major								●	●	●
Trans. Minor								◓	●	●
Drive System								●	●	●
Fuel System								●	●	●
Electrical								●	●	●
Climate System								◓	●	●
Suspension								●	●	●
Brakes								●	◓	●
Exhaust								●	●	●
Paint/Trim								●	●	●
Noises & Leaks								○	◓	●
Body Hardware								◓	●	●
Power Equip.								●	●	●
In-Car Electr.								○	◓	◓
USED CAR VERDICTS								●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$19,000 - $23,800
2014	$21,000 - $25,900
2015	$23,200 - $28,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Buick LaCrosse

LARGE CAR

The LaCrosse replaced the aging Regal and Century in 2005. It wasn't a big leap forward over those two models. Rear seat room was still tight, and the base 3.8-liter V6 is thirsty and sounds coarse. The up-level 3.6-liter V6 is more refined. A 5.3-liter V8 lasted from 2008 until a 2010 redesign based on a contemporary GM platform. The best versions of the LaCrosse are those after 2012. A very well finished interior with comfortable seats, a firm and composed ride, and responsive handling made the Lacrosse an impressive and competitive large sedan for the first time. However, visibility is restricted due to the thick front and rear roof pillars.

REDESIGN/FRESHENING: 2005, 2010. **SAFETY EQUIPMENT:** ABS standard. Front side air bags available, standard from 2010; rear available from 2010. Head protection air bags available, standard from 2007. ESC available, standard from 2010. **DRIVE WHEELS:** Front. AWD available from 2010.

RELIABILITY HISTORY

TROUBLE SPOTS: Buick LaCrosse	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	◓	*	◓	●	●	●	●	●
Engine Minor	○	○	◓	*	◓	●	●	●	●	●
Engine Cooling	◓	◓	◓	*	◒	○	●	●	●	●
Trans. Major	◓	○	○	*	●	●	●	●	●	●
Trans. Minor	●	○	●	*	●	◓	◓	●	●	●
Drive System	●	◓	●	*	◒	●	◓	◓	●	●
Fuel System	○	○	◓	*	●	◓	●	●	●	●
Electrical	◓	○	◒	*	○	○	●	●	●	●
Climate System	●	●	○	*	◓	◓	●	●	●	●
Suspension	○	◒	◒	*	○	◓	●	◓	●	●
Brakes	●	●	◒	*	◒	◓	●	●	●	●
Exhaust	●	●	●	*	◒	●	●	●	●	●
Paint/Trim	○	●	◓	*	○	◓	●	●	◓	●
Noises & Leaks	◒	◒	◓	*	◒	●	◓	◓	◓	●
Body Hardware	◓	◒	◓	*	◓	◓	●	◓	●	●
Power Equip.	◒	●	●	*	●	●	●	◓	○	○
In-Car Electr.	○	●	●	*	●	●	◒	●	●	●
USED CAR VERDICTS	◒	●	●	*	●	●	○	○	○	◓
NEW CAR PREDICTION	Average ○									

PRICES

2006	$5,700 - $7,400
2007	$6,200 - $8,200
2008	$7,600 - $10,500
2009	$8,500 - $11,600
2010	$12,200 - $18,300
2011	$13,600 - $19,100
2012	$18,400 - $20,000
2013	$20,500 - $22,400
2014	$22,500 - $24,500
2015	$26,800 - $26,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	NT
2007	Good	●/●	○/◓
2008	Good	●/●	○/◓
2009	Good	●/●	○/◓
2010	Good	●/●	●/●
2011	Good	●/●	●/◓
2012	Good	●/●	●/◓
2013	Good	●/●	●/◓
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Buick Lucerne

LARGE CAR

The Lucerne is a large, front-wheel-drive four-door sedan that replaced the LeSabre and the Park Avenue. The standard power plant is a rough-sounding 3.8-liter V6; a potent 4.6-liter, 275-hp V8 powers the CXS. The four-speed automatic transmission shifts smoothly enough. The Lucerne has a quiet, comfortable ride, especially at low speeds. Handling is not agile and the steering lacks feedback. A tendency to fishtail easily at its limits reduces confidence. Stability control was available only on the CXS V8, and helped counteract that tendency. Braking is unimpressive. The roomy backseat is better than the one in the LaCrosse. 2011 is the last year for the Lucerne.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC available.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Buick Lucerne	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	●	●	◓	●				
Engine Minor	○	●	◒	●	○	●				
Engine Cooling	○	●	◓	●	○	●				
Trans. Major	●	◓	◓	◓	◓	○				
Trans. Minor	○	◓	○	○	◒	○				
Drive System	◒	◒	◓	○	◓	○				
Fuel System	○	●	○	●	◒	●				
Electrical	○	◓	◓	◓	●	◓				
Climate System	○	◓	◓	◓	●	●				
Suspension	◒	●	●	●	●	○				
Brakes	●	●	◒	○	○	○				
Exhaust	◓	●	●	●	●	◓				
Paint/Trim	●	◓	◓	○	●	◓				
Noises & Leaks	○	○	●	◒	○	◓				
Body Hardware	◓	○	◒	○	●	◓				
Power Equip.	◓	◓	●	●	◓	◓				
In-Car Electr.	◓	○	●	○	●	○				
USED CAR VERDICTS	○	◒	○	◒	◒	◒				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,600 - $7,900
2007	$6,700 - $9,000
2008	$8,100 - $13,500
2009	$9,200 - $15,000
2010	$11,200 - $17,700
2011	$13,200 - $19,600
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/◓
2007	Good	●/●	◓/◓
2008	Good	●/●	◓/◓
2009	Good	●/●	◓/◓
2010	Good	●/●	◓/◓
2011	Good	●/◓	◒/○
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Buick Regal

UPSCALE CAR

Before 2011 the Regal was a humdrum car with a floaty ride and rubbery steering. Handling improved somewhat with the Gran Touring suspension package. The base 3.8-liter V6 provided good acceleration. A supercharged version was quicker but still not sporty. In 2005 the Regal was replaced by the LaCrosse. Then Buick brought back the Regal name in 2011, this time for a car based on the Opel Insignia from Germany. This Regal is a well-honed sports sedan with a taut, steady ride and well-done interior. The up-level turbo four-cylinder is a better choice, and became standard for 2014. **RELATED MODELS:** Pontiac Grand Prix.

REDESIGN/FRESHENING: 1997, 2011. **SAFETY EQUIPMENT:** ABS available thereafter, standard from 2011. Side air bags available, standard from 2011; rear available from 2011. Head protection air bags and ESC standard from 2011. **DRIVE WHEELS:** Front. AWD available from 2014.

RELIABILITY HISTORY

TROUBLE SPOTS — Buick Regal	06	07	08	09	10	11	12	13	14	15
Engine, Major						◓	●	●	●	*
Engine Minor						◓	◓	●	●	*
Engine Cooling						●	●	●	●	*
Trans. Major						●	●	●	●	*
Trans. Minor						◓	●	●	●	*
Drive System						◓	●	◓	●	*
Fuel System						○	●	●	●	*
Electrical						●	●	●	●	*
Climate System						○	◓	●	●	*
Suspension						●	◒	◓	●	*
Brakes						◒	◒	◒	●	*
Exhaust						●	●	●	●	*
Paint/Trim						◓	●	◓	◓	*
Noises & Leaks						◓	○	◓	●	*
Body Hardware						●	●	◓	●	*
Power Equip.						◓	●	◓	●	*
In-Car Electr.						●	○	●	○	*
USED CAR VERDICTS						◒	◓	○	●	*
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$13,400 - $14,600
2012	$15,600 - $21,300
2013	$17,100 - $23,200
2014	$21,900 - $27,500
2015	$22,900 - $30,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	NT	NT
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Buick Verano

UPSCALE CAR

The Verano is based on the Chevrolet Cruze but has more luxurious trimmings and better sound insulation. Power comes from a 2.4-liter four-cylinder, but its 24 mpg overall fuel economy is unimpressive for the class. A turbocharged 2.0-liter four-cylinder is also available. The car is very quiet, but some engine noise is evident. It rides relatively comfortably and handling is responsive rather than sporty. The interior is nicely finished, but cramped in the rear. Features such as a heated steering wheel are luxurious, but the lack of power recline and adjustable lumbar support on the driver's seat seem cheap in this class. **RELATED MODELS:** Chevrolet Cruze.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side front and rear, and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Buick Verano								
	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	●	★
Engine Minor							●	●	●	★
Engine Cooling							●	●	●	★
Trans. Major							●	●	●	★
Trans. Minor							●	●	●	★
Drive System							●	●	●	★
Fuel System							●	●	◓	★
Electrical							●	●	●	★
Climate System							●	○	○	★
Suspension							○	◓	◓	★
Brakes							○	●	●	★
Exhaust							●	●	●	★
Paint/Trim							●	◓	◓	★
Noises & Leaks							◒	○	○	★
Body Hardware							●	◓	●	★
Power Equip.							●	◒	●	★
In-Car Electr.							●	◓	◓	★
USED CAR VERDICTS							●	○	○	★
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$13,200 - $15,600
2013	$16,100 - $18,800
2014	$18,400 - $21,200
2015	$19,200 - $22,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	Good	NT	NT
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Cadillac ATS

UPSCALE CAR

Offered in rear- or all-wheel drive, the ATS is Cadillac's latest answer to the BMW 3 Series. Nimble, capable handling outdoes its European rivals and makes it a treat to drive. Three engines are offered: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. The turbo is quick, but doesn't feel powerful in everyday driving and got just 23 mpg overall. The six-speed automatic is a step behind the seven- and eight-speeds of most competitors, but a manual is also available. The ride is taut, and braking is excellent. However, the touch-based CUE infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well finished but very snug, with a small rear seat and trunk.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac ATS								
	06	07	08	09	10	11	12	13	14	15
Engine, Major								◒	●	★
Engine Minor								●	◓	★
Engine Cooling								●	●	★
Trans. Major								◓	●	★
Trans. Minor								◓	●	★
Drive System								●	●	★
Fuel System								◓	◓	★
Electrical								◓	◓	★
Climate System								●	○	★
Suspension								●	●	★
Brakes								◓	●	★
Exhaust								●	●	★
Paint/Trim								◓	●	★
Noises & Leaks								●	◓	★
Body Hardware								◓	●	★
Power Equip.								●	◓	★
In-Car Electr.								●	●	★
USED CAR VERDICTS								●	◒	★
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$21,300 - $27,100
2014	$23,300 - $33,800
2015	$28,200 - $38,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	NT	●/●	●/●
2014	NT	●/●	●/●
2015	NT	●/●	●/●

Cadillac CTS

UPSCALE CAR

The CTS has sports sedan handling and a firm but supple ride. On-limit handling could be twitchy. The cabin is quiet, but some controls are confusing. The base 3.2-liter engine was replaced with a 2.8-liter V6 for 2005, and a 3.6-liter V6 became an optional upgrade. The sporty CTS-V packed a 5.7-liter V8 and a six-speed manual. The 2008 redesign continued with the smooth, refined 3.6-liter V6 while improving interior materials, ride, and handling. The front seats are supportive and comfortable, but the rear seats are snug. Sedan, coupe, and wagon versions were produced, and the V8-powered CTS-V could be had with each bodystyle.

REDESIGN/FRESHENING: 2003, 2008, 2014. **SAFETY EQUIPMENT:** ABS standard and Side air bags standard. Head protection air bags standard. ESC available, standard from 2008. **DRIVE WHEELS:** Rear. AWD available from 2008.

RELIABILITY HISTORY

TROUBLE SPOTS Cadillac CTS	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	*	◓	◒	◓	◓	◓	◓	◓	*
Engine Minor	○	*	○	●	◓	◓	◓	◓	◓	*
Engine Cooling	◒	*	◒	◓	◓	◓	◓	◓	◓	*
Trans. Major	○	*	◓	◓	○	◓	◓	◓	◓	*
Trans. Minor	●	*	◓	◓	◓	◓	◓	◓	◓	*
Drive System	○	*	●	●	◒	○	◓	◓	◓	*
Fuel System	◒	*	○	◓	◓	◓	◓	◓	◓	*
Electrical	○	*	●	◓	◓	◓	◓	◓	◓	*
Climate System	◓	*	○	◒	◒	◓	◓	◓	◓	*
Suspension	◓	*	◓	◒	○	◒	◓	◓	◓	*
Brakes	○	*	◓	◓	◓	○	○	◓	◓	*
Exhaust	●	*	◓	◓	◓	◓	◓	◓	◓	*
Paint/Trim	◓	*	◓	◓	○	◓	◓	◓	◓	*
Noises & Leaks	◓	*	◒	◒	◒	◒	●	◒	○	*
Body Hardware	◓	*	○	○	◓	◓	○	◓	◓	*
Power Equip.	◒	*	○	●	◓	◓	●	◓	◓	*
In-Car Electr.	◓	*	○	●	◒	●	◓	◓	●	*
USED CAR VERDICTS	◒	*	◒	●	◒	○	○	○	○	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	$8,400 - $12,600
2007	$9,400 - $14,200
2008	$11,400 - $12,200
2009	$14,600 - $30,400
2010	$17,100 - $33,400
2011	$18,600 - $36,700
2012	$20,300 - $41,200
2013	$22,300 - $44,300
2014	$30,900 - $53,500
2015	$35,500 - $59,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/●
2007	Good	◓/◓	◓/●
2008	Good	◓/●	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/●	●/●
2011	Good	NT	NT
2012	Good	●/●	●/●
2013	Good	●/●	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Cadillac DTS

LARGE CAR

The DTS is a large, front-wheel-drive luxury sedan. Its 275-hp, 4.6-liter V8 is smooth and powerful, and works well with the four-speed automatic. Interior space is generous, with a roomy back seat and an enormous trunk. A six-passenger version, featuring a front bench seat, is available. Handling is not agile, and tire grip and braking are unimpressive. The ride is comfortable but can become buoyant at speed. The interior is quiet. Fit and finish has improved over the old DeVille sedan that it replaced, but some flaws seem out of place for this class. 2011 was its last year. **RELATED MODELS:** Buick Lucerne.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS standard. Front side and head protection air bags standard. ESC available, standard from 2008. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS Cadillac DTS	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	◓	◓	*	*	◓				
Engine Minor	●	●	●	*	*	●				
Engine Cooling	◒	○	○	*	*	◓				
Trans. Major	◓	◓	◓	*	*	◓				
Trans. Minor	◓	◓	◓	*	*	◓				
Drive System	●	●	◓	*	*	◓				
Fuel System	◒	◓	○	*	*	◓				
Electrical	●	○	○	*	*	◓				
Climate System	◓	◓	◓	*	*	◓				
Suspension	◒	●	●	*	*	◓				
Brakes	◒	●	○	*	*	◒				
Exhaust	◓	◓	◓	*	*	◓				
Paint/Trim	◓	◓	◓	*	*	◓				
Noises & Leaks	◓	●	○	*	*	◓				
Body Hardware	◒	●	◓	*	*	◓				
Power Equip.	●	●	●	*	*	◓				
In-Car Electr.	◒	◒	◒	*	*	◓				
USED CAR VERDICTS	●	●	○	*	*	○				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,200 - $7,300
2007	$6,400 - $8,500
2008	$8,100 - $10,300
2009	$9,700 - $12,000
2010	$12,000 - $14,500
2011	$15,100 - $17,600
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	◓/◓
2007	Good	●/◓	◓/◓
2008	Good	●/◓	◓/◓
2009	Good	●/◓	◓/◓
2010	Good	●/◓	◓/◓
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Cadillac Escalade

SPORT-UTILITY VEHICLE

Introduced to compete with the popular Lincoln Navigator, the Escalade was really a rebadged Chevrolet Tahoe/GMC Yukon with leather upholstery, wood trim, a cushier ride, and an inflated price tag. The 2002 redesign was still truck-based, with power coming from a large 6.0-liter V8 engine. The ESV is a longer version based on the Chevrolet Suburban, while the EXT pickup is essentially a plusher version of the Chevrolet Avalanche. A redesign for 2007 brought a 403-hp, 6.2-liter V8 mated to a six-speed automatic. The interior is much nicer, but handling is clumsy, fuel economy is poor at 13 mpg overall, and the third-row seat is small. **RELATED MODELS:** Chevrolet Avalanche, Chevrolet Tahoe, GMC Yukon.

REDESIGN/FRESHENING: 2002, 2007, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard until 2006, not available 2007-09, standard from 2010. ESC standard. Head protection air bags standard from 2007. **DRIVE WHEELS:** Selectable 4WD; rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Cadillac Escalade	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	★	★	★	●
Engine Minor	★	★	★	★	★	★	★	★	★	●
Engine Cooling	★	★	★	★	★	★	★	★	★	●
Trans. Major	★	★	★	★	★	★	★	★	★	●
Trans. Minor	★	★	★	★	★	★	★	★	★	○
Drive System	★	★	★	★	★	★	★	★	★	●
Fuel System	★	★	★	★	★	★	★	★	★	●
Electrical	★	★	★	★	★	★	★	★	★	●
Climate System	★	★	★	★	★	★	★	★	★	◓
Suspension	★	★	★	★	★	★	★	★	★	◓
Brakes	★	★	★	★	★	★	★	★	★	◓
Exhaust	★	★	★	★	★	★	★	★	★	●
Paint/Trim	★	★	★	★	★	★	★	★	★	●
Noises & Leaks	★	★	★	★	★	★	★	★	★	◒
Body Hardware	★	★	★	★	★	★	★	★	★	◓
Power Equip.	★	★	★	★	★	★	★	★	★	○
In-Car Electr.	★	★	★	★	★	★	★	★	★	●
USED CAR VERDICTS	★	★	★	★	★	★	★	★	★	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$14,500 - $16,900
2007	$19,800 - $21,500
2008	$22,300 - $25,600
2009	$25,300 - $31,200
2010	$29,900 - $34,100
2011	$32,700 - $48,200
2012	$37,400 - $53,800
2013	$43,800 - $59,000
2014	$54,000 - $65,500
2015	$75,100 - $93,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/◓	NT
2007	NT	●/●	●/●
2008	NT	●/●	●/●
2009	NT	●/●	●/●
2010	NT	●/●	NT
2011	NT	●/◓	●/●
2012	NT	●/◓	●/●
2013	NT	●/◓	●/●
2014	NT	●/◓	●/●
2015	NT	NT	●/●

Cadillac SRX

SPORT-UTILITY VEHICLE

This highly capable tall wagon/SUV debuted for 2004 on a platform shared with the CTS. Available with rear- or all-wheel drive, the first-generation SRX felt taut and agile, and performed well with either the 225-hp V6 or quicker 320-hp V8. Fit and finish fell short, though, and some controls were confusing. The optional third-row seat made it a competitor with the Acura MDX and Volvo XC90. Though powered, that seat was rather slow to deploy and stow. Redesigned for 2010, the SRX switched to a front- or all-wheel drive platform and emerged as an agile and sporty contender with a well-trimmed interior. The third row was dropped and a 308-hp V6 became the sole engine. Changes for 2013 included a revised interior, complete with the frustrating CUE infotainment system.

REDESIGN/FRESHENING: 2004, 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear or AWD to 2009. Front or AWD from 2010.

RELIABILITY HISTORY

TROUBLE SPOTS — Cadillac SRX	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	●	●	●	●	●	●
Engine Minor	★	★	★	★	◓	●	●	◓	●	●
Engine Cooling	★	★	★	★	●	●	●	●	●	●
Trans. Major	★	★	★	★	●	◓	●	●	●	●
Trans. Minor	★	★	★	★	○	○	●	◓	●	●
Drive System	★	★	★	★	◒	●	◒	◓	◓	●
Fuel System	★	★	★	★	◒	◓	●	●	●	●
Electrical	★	★	★	★	●	●	●	●	●	●
Climate System	★	★	★	★	●	●	●	◓	◓	◓
Suspension	★	★	★	★	●	◒	◓	○	●	●
Brakes	★	★	★	★	◓	◓	●	●	●	●
Exhaust	★	★	★	★	○	●	●	●	●	●
Paint/Trim	★	★	★	★	○	○	◓	●	●	◓
Noises & Leaks	★	★	★	★	●	●	◓	○	●	●
Body Hardware	★	★	★	★	◓	◓	●	●	●	◓
Power Equip.	★	★	★	★	●	●	●	◓	◓	●
In-Car Electr.	★	★	★	★	●	●	○	●	●	◒
USED CAR VERDICTS	★	★	★	★	●	●	◒	◒	○	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$7,900 - $11,000
2007	$9,400 - $13,600
2008	$11,100 - $16,100
2009	$12,800 - $19,100
2010	$16,800 - $28,900
2011	$19,600 - $31,600
2012	$22,100 - $31,900
2013	$25,200 - $36,500
2014	$30,300 - $44,300
2015	$35,300 - $50,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	●/◓	●/●
2011	Good	NT	NT
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Cadillac STS

LUXURY CAR

The STS started out as an up-level trim of the midsized Seville, with a strong 4.6-liter V8, traction control, and an active suspension system. The STS accelerated faster than many performance cars and even carved relatively crisp corners, but it didn't ride particularly well. For 2005 Cadillac renamed the Seville the STS and switched to rear- or all-wheel drive, turning it into a genuinely competitive sports sedan. Power came from a 255-hp V6 or an ultra smooth 320-hp V8. The ride was firm but supple. The car is fun to drive and handles well, but rear-seat room is relatively tight and the interior doesn't measure up. The STS-V is a quicker supercharged version. 2008 brought a 3.6-liter V6 and a few interior updates. 2011 was the final year.

REDESIGN/FRESHENING: 2005. **SAFETY EQUIPMENT:** Front side and head protection air bags standard. ABS and ESC standard. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac STS 06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	

PRICES

2006	$7,600 - $13,000
2007	$9,100 - $15,700
2008	$11,200 - $19,000
2009	$13,800 - $22,700
2010	$14,100 - $16,800
2011	$15,900 - $18,600
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	◓/◓	◓/●
2008	Good	◓/◓	◓/●
2009	Good	◓/◓	◓/●
2010	Good	◓/◓	◓/●
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Cadillac XLR

CONVERTIBLE

The XLR was a luxury two-seater convertible competing against such rarefied company as the Mercedes SL and Jaguar XK. It was based on the Corvette but powered by a smooth Northstar V8 mated to a five-speed automatic. At the touch of a button its metal roof folds into the trunk but still leaves room for luggage. The interior was luxuriously appointed but not as well built as those in the SL and XK. While it was undeniably quick, it didn't feel as sporty to drive as the Mercedes-Benz or Jaguar alternatives. A performance-oriented, supercharged XLR-V was also available. The XLR was discontinued after the 2009 model year.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS and ESC standard. Side air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac XLR 06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	

PRICES

2006	$19,300 - $25,100
2007	$22,100 - $30,100
2008	$25,300 - $35,400
2009	$30,300 - $41,000
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Cadillac XTS

LUXURY CAR

As a replacement for the plush DTS limo, the XTS falls short. It handles better, but the ride is jittery and feels very ordinary for a luxury car, and the 3.6-liter V6 sounds coarse when prodded. The XTS does have a quiet, posh, and beautifully finished interior, however, and the seats are very comfortable. However, the touch-activated CUE infotainment interface is unintuitive and frustrating to use, and the high rear deck impedes the view aft. Various safety systems, including lane-departure detection, will vibrate the driver's seat as a warning. A high-performance Vsport version with a twin-turbo V6 is also available, and all-wheel drive is an option on all but the base-trim versions.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Cadillac XTS	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	●	✶
Engine Minor								◓	●	✶
Engine Cooling								●	●	✶
Trans. Major								●	●	✶
Trans. Minor								●	●	✶
Drive System								◓	●	✶
Fuel System								●	●	✶
Electrical								●	●	✶
Climate System								○	●	✶
Suspension								○	◓	✶
Brakes								○	○	✶
Exhaust								●	●	✶
Paint/Trim								◓	●	✶
Noises & Leaks								●	○	✶
Body Hardware								◓	●	✶
Power Equip.								●	○	✶
In-Car Electr.								●	●	✶
USED CAR VERDICTS								●	○	✶
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$31,600 - $38,300
2014	$33,800 - $42,100
2015	$35,200 - $52,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Chevrolet Avalanche

PICKUP TRUCK

The Chevrolet Avalanche is a full-sized crew-cab pickup with a unified bed and cab. An innovative mid-gate panel between the bed and passenger compartment can be folded down to make room for longer cargo. This feature allows the Avalanche to accommodate a variety of different passenger and cargo loads. Fussing with all those pieces, however, can be a chore. Based on the Suburban, the Avalanche uses that model's 5.3-liter V8 which provides impressive acceleration but isn't terribly economical. The ride is commendably comfortable and quiet for a truck. 2007 brought a redesign with a nicer interior. An optional backup camera helps to compensate for the very large rear blind zone. 2013 was its last year. **RELATED MODELS:** Cadillac Escalade EXT.

REDESIGN/FRESHENING: 2002, 2007. **SAFETY EQUIPMENT:** ABS standard. Side air bags available until 2006. ESC available, standard from 2006. Head protection air bags available in 2007, standard from 2008. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS: Chevrolet Avalanche	06	07	08	09	10	11	12	13	14	15
Engine, Major	✶	◒	●	✶	✶	●	●	✶		
Engine Minor	✶	◒	●	✶	✶	◒	●	✶		
Engine Cooling	✶	●	◓	✶	✶	●	●	✶		
Trans. Major	✶	○	◓	✶	✶	●	●	✶		
Trans. Minor	✶	●	○	✶	✶	●	●	✶		
Drive System	✶	●	◒	✶	✶	●	●	✶		
Fuel System	✶	●	◓	✶	✶	◓	◓	✶		
Electrical	✶	●	●	✶	✶	○	◓	✶		
Climate System	✶	●	●	✶	✶	◓	●	✶		
Suspension	✶	○	○	✶	✶	●	◓	✶		
Brakes	✶	◒	●	✶	✶	●	◓	✶		
Exhaust	✶	●	◓	✶	✶	●	●	✶		
Paint/Trim	✶	●	●	✶	✶	●	◓	✶		
Noises & Leaks	✶	○	◒	✶	✶	◓	○	✶		
Body Hardware	✶	●	●	✶	✶	●	◓	✶		
Power Equip.	✶	●	◒	✶	✶	○	◓	✶		
In-Car Electr.	✶	●	◒	✶	✶	○	◓	✶		
USED CAR VERDICTS	✶	●	●	✶	✶	◒	◓	✶		
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$12,800 - $16,000
2007	$14,400 - $18,800
2008	$17,100 - $21,400
2009	$18,200 - $24,300
2010	$20,400 - $29,200
2011	$25,700 - $35,100
2012	$27,800 - $39,400
2013	$30,400 - $41,800
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	○/◓	NT
2007	NT	●/●	●/●
2008	NT	●/●	●/●
2009	NT	●/●	●/●
2010	NT	●/●	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	—	—	—
2015	—	—	—

Chevrolet Aveo

SMALL CAR

Even as basic transportation, the Daewoo-produced Chevrolet Aveo fell so far short that it became a byword for mediocrity. Handling lacked the agility native to most small cars, the steering was imprecise, and the body leaned a good deal in corners. The 103-horsepower, 1.6-liter four-cylinder engine delivered just adequate performance and unimpressive fuel economy. The ride wasn't too bad, though, and a tight turning circle made parking easy. Drivers sat fairly high with a good view, and access was relatively easy. Fit and finish was OK but nothing special. Many Aveos came with antilock brakes, a rarity for this class. The hatchback had more cargo versatility, but the sedan had a roomier trunk. 2011 was its final year.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS available. Side air bags standard. ESC not available. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Aveo 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$3,100 - $3,700
2007	$3,600 - $4,200
2008	$4,200 - $4,800
2009	$4,800 - $5,300
2010	$5,800 - $6,300
2011	$7,000 - $7,400
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/●	◓/◓
2007	Accept.	◓/●	◓/◓
2008	Accept.	◓/◓	◓/○
2009	Accept.	◓/◓	◓/○
2010	Accept.	◓/◓	◓/○
2011	Accept.	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Chevrolet Camaro

SPORTS/SPORTY CAR

The Camaro takes classic muscle-car looks and sounds and injects them into a modern drivetrain and body. Our tested Camaro SS was very quick, thanks to its 6.2-liter V8, but the base 3.6-liter V6 also delivers decent performance. Handling is capable, but the car's size and weight really hurt its agility. Braking performance on the SS is excellent, and the taut and controlled ride isn't that punishing. However, the emphasis on interior and exterior styling undermines practicality. It results in severely hampered visibility, difficult to read controls, a small trunk, and a tiny rear seat that is tricky to access. The convertible has an awkward manual release for the top.

REDESIGN/FRESHENING: 2010, 2016. **SAFETY EQUIPMENT:** ABS standard. ESC standard from 2010. Side and head protection air bags standard from 2010. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Camaro 06	07	08	09	10	11	12	13	14	15
Engine, Major					◓	●	●	○	●	*
Engine Minor					●	●	○	●	●	*
Engine Cooling					●	●	●	○	●	*
Trans. Major					●	●	●	●	●	*
Trans. Minor					●	●	●	◓	●	*
Drive System					●	●	○	●	●	*
Fuel System					●	●	●	●	●	*
Electrical					●	●	◓	●	●	*
Climate System					●	●	●	◓	●	*
Suspension					●	◒	◓	●	◓	*
Brakes					◒	●	◓	●	●	*
Exhaust					●	●	●	●	●	*
Paint/Trim					●	●	●	●	●	*
Noises & Leaks					◓	●	●	○	○	*
Body Hardware					●	◓	●	●	●	*
Power Equip.					○	●	●	○	◓	*
In-Car Electr.					◓	●	●	○	◒	*
USED CAR VERDICTS					◓	●	○	●	◓	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$15,000 - $20,700
2011	$16,200 - $23,900
2012	$17,800 - $41,500
2013	$19,200 - $47,400
2014	$20,700 - $63,000
2015	$22,400 - $63,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	NT	◓/◓	●/NA
2011	NT	NT	NT
2012	NT	●/●	●/●
2013	NT	●/●	●/●
2014	NT	●/●	●/●
2015	NT	●/●	●/●

Chevrolet Cobalt

SMALL CAR

The Cavalier felt crude, noisy, cramped, and uncomfortable. An improved but still buzzy powerplant arrived in 2003. Interior pieces feel flimsy and fit poorly, and seating is cramped and uncomfortable. Poor crash-test results are also a concern. The Cobalt replaced the Cavalier for 2005. Its 2.2-liter engine is spirited but noisy and relatively thirsty for a small car. The ride is steady, but the steering is too light at low speeds and handling isn't particularly agile. The quick and sporty SS is a different story. A turbocharger replaced its supercharger for 2008. These cars fared poorly in IIHS side-crash tests were when tested without side air bags, but rated Acceptable with them. The Cobalt was replaced by the Cruze for 2011. **RELATED MODELS:** Pontiac G5.

REDESIGN/FRESHENING: 2005. **SAFETY EQUIPMENT:** ABS standard. Side air bags and head protection air bags available, standard from 2008. ESC available from 2008. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Cobalt								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	◒	●	●	★					
Engine Minor	★	●	●	◓	★					
Engine Cooling	★	◓	●	●	★					
Trans. Major	★	●	●	○	★					
Trans. Minor	★	◒	●	●	★					
Drive System	★	◒	○	○	★					
Fuel System	★	●	●	◓	★					
Electrical	★	◒	○	◓	★					
Climate System	★	●	◓	◓	★					
Suspension	★	●	●	○	★					
Brakes	★	●	●	◓	★					
Exhaust	★	◓	●	●	★					
Paint/Trim	★	●	◓	◓	★					
Noises & Leaks	★	●	◓	◓	★					
Body Hardware	★	●	◓	◓	★					
Power Equip.	★	◒	●	◒	★					
In-Car Electr.	★	○	●	●	★					
USED CAR VERDICTS	★	◒	○	○	★					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$3,700 - $6,700
2007	$4,000 - $7,400
2008	$4,800 - $8,700
2009	$5,400 - $9,300
2010	$5,700 - $10,700
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	○/◓
2007	Good	◓/●	○/◓
2008	Good	◓/●	○/●
2009	Good	◓/●	○/●
2010	Good	◓/●	○/●
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Chevrolet Colorado

PICKUP TRUCK

The compact S-10 pickup had inferior brakes and clumsy handling. In 2004 it was sold alongside its replacement, the Colorado. This successor offered only crude and noisy four- and five-cylinder engines at first. It retained a rudimentary part-time optional four-wheel-drive system, the type that can't be used on bare pavement. The Colorado's handling is sound but unexceptional. The ride is unsettled, and the body quivers constantly. 2007 brought a larger 3.7-liter engine. A V8 engine and standard ESC were added to the 2009 models. There was no 2013-2014 Colorado, but an all-new model arrived for 2015. **RELATED MODELS:** GMC Canyon.

REDESIGN/FRESHENING: 2004, 2015. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available, standard from 2010. ESC standard from 2009. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Colorado								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	○	★	★	★	●			●
Engine Minor	◓	●	◒	★	★	★	●			●
Engine Cooling	◓	●	◓	★	★	★	●			●
Trans. Major	●	◓	◓	★	★	★	●			●
Trans. Minor	◓	●	◓	★	★	★	●			○
Drive System	●	○	●	★	★	★	◓			◓
Fuel System	●	●	●	★	★	★	●			●
Electrical	◓	●	◓	★	★	★	●			●
Climate System	○	◓	○	★	★	★	●			○
Suspension	●	●	◓	★	★	★	◓			◓
Brakes	●	●	●	★	★	★	◓			●
Exhaust	●	○	◓	★	★	★	●			●
Paint/Trim	○	◓	●	★	★	★	●			●
Noises & Leaks	◓	◓	●	★	★	★	◓			○
Body Hardware	●	●	●	★	★	★	●			●
Power Equip.	○	◒	●	★	★	★	◓			●
In-Car Electr.	◒	●	○	★	★	★	◓			○
USED CAR VERDICTS	○	◓	◒	★	★	★	●			●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$5,400 - $13,100
2007	$6,300 - $14,500
2008	$7,300 - $16,000
2009	$8,300 - $17,400
2010	$9,400 - $18,800
2011	$11,000 - $21,100
2012	$13,400 - $23,700
2013	-
2014	-
2015	$25,500 - $39,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	◓/●
2007	Accept.	●/●	◓/●
2008	Accept.	●/●	◓/●
2009	Accept.	●/●	◓/●
2010	Accept.	●/●	○/●
2011	Accept.	NT	NT
2012	Accept.	NT	NT
2013	—	—	—
2014	—	—	—
2015	Good	NT	NT

Chevrolet Corvette

SPORTS CAR

The Corvette has nimble and secure handling, excellent brakes, and a tolerable ride. Responsive, well-weighted steering and tenacious tire grip allow it to corner with confidence and agility. On the down side, interior fit and finish is unimpressive. We found the convertible top a nuisance to operate. The redesigned 2005 Corvette was slightly smaller and lighter than the model it replaced. Base models get a 400-hp, 6.0-liter V8, but the Z06 uses a wicked 505-hp, 7.0-liter V8. The ride is comfortable and handling is capable, though it's less agile than some other sports cars. Interior trim and materials were improved, but still fell somewhat short. A redesigned Vette arrived in 2014, with sharp-edged styling, a 455-hp V8, and, finally, an interior worthy of the price.

REDESIGN/FRESHENING: 2005, 2014. **SAFETY EQUIPMENT:** ABS standard. ESC standard. Side air bags available, standard from 2010. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Corvette									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	*	●	●	●	●	●
Engine Minor	●	◓	○	◓	*	●	●	●	●	◒
Engine Cooling	●	●	●	●	*	●	●	●	●	◒
Trans. Major	●	●	●	●	*	●	●	●	●	●
Trans. Minor	●	◓	●	●	*	●	●	●	●	●
Drive System	●	●	●	●	*	●	●	●	●	●
Fuel System	○	◒	●	●	*	●	●	●	◓	●
Electrical	●	○	●	●	*	●	●	◒	●	◒
Climate System	●	●	●	●	*	●	●	●	●	◒
Suspension	●	●	●	●	*	●	◒	●	◓	●
Brakes	●	●	◓	●	*	●	◓	●	◓	●
Exhaust	●	●	○	●	*	●	●	●	○	◒
Paint/Trim	●	●	●	●	*	●	●	○	●	●
Noises & Leaks	●	○	●	◓	*	◓	●	◒	◓	◒
Body Hardware	●	●	●	●	*	●	●	●	●	●
Power Equip.	●	◓	○	●	*	◓	●	◒	◓	◒
In-Car Electr.	●	○	○	●	*	●	●	●	○	◒
USED CAR VERDICTS	◓	●	●	●	*	●	○	○	○	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$20,700 - $32,600
2007	$22,100 - $33,900
2008	$23,600 - $37,700
2009	$26,000 - $60,600
2010	$27,900 - $64,500
2011	$30,300 - $69,300
2012	$33,000 - $77,600
2013	$36,800 - $86,300
2014	$53,900 - $61,000
2015	$60,700 - $93,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Chevrolet Cruze

SMALL CAR

In 2011 the Cruze replaced, and greatly improved on, the unimpressive Cobalt as Chevrolet's mainstream small car. It feels solid and substantial, handles nicely, and has a firm but steady and controlled ride. Two four-cylinder engines are offered: a base 1.8-liter and an uplevel turbocharged 1.4-liter. The latter has the edge in power delivery and quietness. Both, however, delivered a rather unimpressive 26 mpg. Noise levels are moderate, which is fairly good for this class. The well-finished cabin feels spacious up front, even for tall drivers, but it's cramped in the rear.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Cruze									
	06	07	08	09	10	11	12	13	14	15
Engine, Major						○	◓	●	●	*
Engine Minor						◒	○	◓	●	*
Engine Cooling						●	○	◓	●	*
Trans. Major						◓	●	●	●	*
Trans. Minor						●	○	◓	●	*
Drive System						○	○	◓	●	*
Fuel System						◒	○	●	○	*
Electrical						◓	◓	●	●	*
Climate System						●	○	◓	●	*
Suspension						◒	◓	○	◓	*
Brakes						◓	◓	◓	●	*
Exhaust						●	●	●	●	*
Paint/Trim						◓	◓	●	●	*
Noises & Leaks						●	●	◒	◓	*
Body Hardware						◓	●	●	●	*
Power Equip.						◓	○	○	●	*
In-Car Electr.						○	◓	◓	○	*
USED CAR VERDICTS						●	●	●	○	*
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$10,100 - $12,900
2012	$11,700 - $14,600
2013	$13,000 - $16,100
2014	$14,200 - $18,700
2015	$16,500 - $19,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	●/●	●/●
2012	Good	●/●	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Chevrolet Equinox

SPORT-UTILITY VEHICLE

The first-generation Chevrolet Equinox was a mediocre SUV, with a roomy rear seat but an interior crafted of subpar materials. The old-tech 185-hp, 3.4-liter V6 lacked refinement and returned poor fuel economy. A tip-up onto two wheels in the government rollover test was another negative until electronic stability control became standard in 2007. The redesigned 2010 model, which offers four-cylinder and V6 engines, is light years better than its predecessor. It still has a roomy rear seat, and the interior is much nicer. The ride is taut yet supple and controlled and handling is responsive and secure. But fuel economy still falls short of the best small SUVs. **RELATED MODELS:** Pontiac Torrent. GMC Terrain from 2010.

REDESIGN/FRESHENING: 2005, 2010. **SAFETY EQUIPMENT:** ABS standard from 2006. Head protection air bags available, standard from 2009. ESC standard from 2007. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Equinox									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	○	○	◒	●	◒	◓	◓	◓	◓
Engine Minor	●	○	●	○	●	◒	◓	◓	◓	◓
Engine Cooling	●	◓	◓	◓	◓	◓	◓	◓	◓	◓
Trans. Major	◓	◓	○	◓	◓	◓	◓	◓	◓	◓
Trans. Minor	◒	◓	◓	●	○	◓	◓	◓	◓	◓
Drive System	◒	●	◒	●	◒	◓	◓	◓	◓	◓
Fuel System	●	●	●	○	●	○	◓	◓	◓	◓
Electrical	●	●	◒	●	○	◓	◓	◓	◓	◓
Climate System	●	◒	◓	◓	●	◒	◓	◓	◓	◓
Suspension	◒	○	◓	◓	◓	◓	◓	◓	◓	◓
Brakes	●	○	◒	●	○	◓	◓	◓	◓	◓
Exhaust	○	◓	◓	◓	◒	◓	◓	◓	◓	◓
Paint/Trim	○	○	○	○	◒	◓	◓	◓	◓	◓
Noises & Leaks	◒	●	○	◒	○	○	◓	◓	◓	◓
Body Hardware	◓	○	○	○	◓	◓	◓	◓	◓	◓
Power Equip.	◒	●	●	◒	○	◓	◓	◓	◓	◓
In-Car Electr.	◒	○	○	○	●	○	○	○	○	◓
USED CAR VERDICTS	●	●	●	●	●	●	◓	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$5,500 - $6,800
2007	$6,400 - $7,900
2008	$7,300 - $11,600
2009	$8,500 - $13,000
2010	$10,400 - $16,200
2011	$12,100 - $17,700
2012	$13,800 - $19,500
2013	$16,800 - $23,500
2014	$19,000 - $26,100
2015	$21,900 - $28,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/◓
2007	Good	◓/◓	◓/◓
2008	Good	◓/◓	◓/◓
2009	Good	◓/◓	◓/◓
2010	Good	◓/◓	◓/◓
2011	Good	◓/◓	◓/◓
2012	Good	◓/◓	◓/◓
2013	Good	◓/◓	◓/◓
2014	Good	◓/◓	◓/◓
2015	Good	◓/◓	◓/◓

Chevrolet HHR

SMALL WAGON

The HHR has easy access and a flexible cargo area, with split rear seats that fold to create a generous and flat load floor. The ride is comfortable enough, and handling is secure though not agile. Tall gearing and an unresponsive automatic leave the HHR feeling lethargic in everyday driving, and we still only measured 24 mpg overall from its noisy 2.4-liter engine. Short windows and thick roof pillars impair visibility, and interior quality is unimpressive. Thankfully, window controls were relocated to the doors starting with 2009 models. Both engines received a power boost for 2007. 2011 was the last year. **RELATED MODELS:** Chevrolet Cobalt.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS and head protection air bags available, standard from 2009. ESC available in 2008, standard from 2009. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet HHR									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	◓	◓	◓	◓				
Engine Minor	●	◓	◓	◓	◓	◓				
Engine Cooling	◓	◓	◓	◓	◓	◓				
Trans. Major	○	◓	◓	◓	◓	◓				
Trans. Minor	◓	◓	◓	◓	◓	○				
Drive System	◓	○	◓	◒	◒	◓				
Fuel System	◓	◓	○	◓	○	◓				
Electrical	◒	◓	◓	○	◓	◓				
Climate System	○	◓	○	◓	◓	◓				
Suspension	●	◒	●	●	●	◒				
Brakes	●	●	●	◒	◒	◓				
Exhaust	◒	○	◓	◓	◓	◓				
Paint/Trim	○	◒	○	◓	◓	◓				
Noises & Leaks	●	○	●	○	◓	◓				
Body Hardware	●	◒	●	◓	◒	○				
Power Equip.	◒	◒	●	◓	●	◒				
In-Car Electr.	●	●	●	●	○	◓				
USED CAR VERDICTS	◒	○	○	○	◒	○				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,000 - $5,800
2007	$5,400 - $6,800
2008	$6,400 - $9,600
2009	$7,300 - $11,700
2010	$8,500 - $11,400
2011	$9,400 - $10,500
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/◓
2007	Good	◓/◓	◓/◓
2008	Good	◓/◓	◓/◓
2009	Good	◓/◓	◓/◓
2010	Good	◓/◓	◓/◓
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Chevrolet Impala

LARGE SEDAN

The Impala didn't stand out against its contemporaries, but it could seat six with a front bench seat. Its various V6 engines got the job done, but weren't very smooth or refined. Ride and handling are mediocre by modern standards. Front head and leg room are generous, though, and the front seats are reasonably comfortable. The rear bench is uncomfortable and too low. The 2006 freshening brought updated engines. Performance got better and mileage stayed at an acceptable 20 mpg. A powerful V8 was optional for a few years. For 2014, the Impala was completely redesigned. With a contemporary interior and powertrain and impressive ride and handling, it became one of our top-rated sedans. **RELATED MODELS:** Chevrolet Monte Carlo.

REDESIGN/FRESHENING: 2006, 2014. **SAFETY EQUIPMENT:** ABS available.Head protection air bags standard. ESC available from 2008, standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Chevrolet Impala	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	◓	◓	●	◓	●	●	●	●
Engine Minor	●	●	●	◓	◓	◒	◓	●	●	●
Engine Cooling	○	●	◓	●	●	●	●	●	●	●
Trans. Major	◒	◓	◓	●	●	◓	●	●	●	●
Trans. Minor	●	●	●	◓	◓	◓	◓	◓	●	●
Drive System	◓	◓	◓	◒	○	◓	●	◓	●	●
Fuel System	◓	○	●	○	◒	◓	◓	○	●	●
Electrical	●	○	○	●	◓	●	●	●	●	●
Climate System	●	●	●	●	◒	●	●	●	●	●
Suspension	●	●	●	○	○	◓	◓	●	◓	●
Brakes	●	◒	◒	◒	○	●	◓	◓	◓	●
Exhaust	●	◒	◓	◓	●	●	●	◓	●	●
Paint/Trim	◒	○	◓	●	◓	◓	◓	○	●	●
Noises & Leaks	○	●	◒	●	◓	○	◒	●	◓	●
Body Hardware	○	●	◓	◒	◓	◓	●	●	●	◓
Power Equip.	○	○	○	◒	○	●	◒	◓	◓	●
In-Car Electr.	○	◒	○	○	◒	◓	◓	◓	○	◒
USED CAR VERDICTS	●	●	◒	○	○	○	○	◒	○	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$5,500 - $7,200
2007	$6,500 - $8,300
2008	$7,500 - $9,500
2009	$8,400 - $10,900
2010	$9,500 - $11,700
2011	$10,600 - $13,100
2012	$11,900 - $14,500
2013	$13,100 - $15,800
2014	$15,500 - $28,300
2015	$22,500 - $30,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	●/◓
2007	Accept.	●/●	●/◓
2008	Accept.	●/●	●/◓
2009	Accept.	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	NT	NT
2012	Good	●/◓	◒/●
2013	Good	●/◓	◒/●
2014	Good	●/◓	◓/●
2015	Good	●/◓	◓/●

Chevrolet Malibu

MIDSIZED SEDAN

Available as a sedan or four-door hatchback, the 2004 Malibu was a solid, well-rounded competitor, with good fuel economy from the available V6, responsive handling, and a supple ride. Look for one with side-curtain air bags; it scored a Poor in IIHS crash tests without them. An excellent 2008 redesign made the Malibu much more competitive: quiet, responsive, and comfortable-riding. The interior was significantly upgraded, with better materials and fit and finish. 2012 brought another redesign, based on the Buick Regal. The V6 engine option was dropped, but its normal and turbo four-cylinders are quiet and refined. The rear seat is tight. Models with the leather seats are worth the upgrade. **RELATED MODELS:** Pontiac G6, Saturn Aura.

REDESIGN/FRESHENING: 2004, 2008, 2013. **SAFETY EQUIPMENT:** ABS available, standard from 2008. Head protection air bags available, standard from 2007. Side air bags available, standard from 2008. ESC available in 2008, standard from 2009. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Chevrolet Malibu	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	●	●	●	●	●	●
Engine Minor	◓	◓	●	◓	●	●	●	●	●	●
Engine Cooling	●	◓	●	◓	●	●	●	●	●	●
Trans. Major	◓	●	◓	◓	●	●	●	●	●	●
Trans. Minor	●	○	●	◓	◓	◓	●	●	●	●
Drive System	◓	●	◒	○	○	○	●	◓	●	●
Fuel System	●	●	◒	○	◓	○	●	●	◓	●
Electrical	◓	●	●	●	◓	●	●	●	●	●
Climate System	○	◓	○	●	○	●	◓	○	●	◓
Suspension	●	●	●	●	◒	◓	◓	●	●	●
Brakes	○	●	●	●	●	◒	○	●	●	●
Exhaust	◓	●	◓	●	●	●	●	●	●	●
Paint/Trim	●	○	○	●	●	●	●	●	●	●
Noises & Leaks	◒	●	◒	○	◒	○	●	◓	◓	●
Body Hardware	●	●	◒	◓	◓	●	●	●	●	●
Power Equip.	●	◒	●	●	●	◒	●	◓	◓	●
In-Car Electr.	●	◓	●	◒	◓	○	◓	◓	○	◓
USED CAR VERDICTS	◒	◒	◒	○	○	○	○	○	○	◓
NEW CAR PREDICTION	Average ○									

PRICES

2006	$4,700 - $6,800
2007	$5,000 - $7,400
2008	$7,200 - $9,200
2009	$7,700 - $9,800
2010	$8,800 - $11,000
2011	$10,100 - $12,000
2012	$11,600 - $13,800
2013	$14,500 - $19,000
2014	$16,300 - $21,500
2015	$18,400 - $22,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/◓
2007	Good	●/●	●/◓
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/○	◓/●
2012	Good	●/○	◓/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Chevrolet Silverado 1500

PICKUP TRUCK

Chevrolet's full-size Silverado has powerful, efficient engines, an inviting interior, and improved braking and handling. Expect a stiff, choppy ride, however, made worse with the Z71 option package. A 2007 redesign brought more responsive handling and an improved ride, but the powertrains still aren't as refined as some competitors'. High-end interiors have attractive fit and finish, and all have simple controls. Fuel economy from the 5.3-liter V8 and six-speed automatic is decent, and its crash test scores improved. Cabin access is easy and towing and payload capacities generous. Another redesign for 2014 brought a more spacious cabin that is as quiet as a luxury car's. Fuel economy is an impressive 16 mpg, but the new truck feels sluggish. **RELATED MODELS:** GMC Sierra 1500.

REDESIGN/FRESHENING: 1999, 2007, 2014. **SAFETY EQUIPMENT:** ABS standard. ESC and head protection air bags available from 2007; standard from 2010. Side air bags standard from 2010. **DRIVE WHEELS:** Rear or part-time 4WD. Selectable 4WD available; AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Silverado 1500								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	◓	◒	○	●	●	●	●	●
Engine Minor	◓	◓	○	◒	◒	●	●	●	●	●
Engine Cooling	◓	●	●	◓	●	●	●	●	●	●
Trans. Major	◓	◓	●	◓	●	●	●	●	●	●
Trans. Minor	○	○	◓	◓	○	●	●	●	◓	◓
Drive System	○	○	◒	○	○	◓	●	◓	◓	◓
Fuel System	◓	○	●	●	○	●	●	●	●	●
Electrical	◓	◓	◓	●	◓	●	●	●	●	●
Climate System	○	◓	●	○	●	●	●	●	◓	●
Suspension	○	○	○	○	◓	◓	◓	●	●	●
Brakes	◒	○	◒	○	●	●	●	●	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	○	◒	●	◓	◒	◓	◓	◓	●	◓
Noises & Leaks	○	◓	○	◓	◓	◓	○	○	○	◓
Body Hardware	◓	◓	○	◓	◓	◓	◓	●	◓	●
Power Equip.	○	○	●	○	●	◓	◓	●	◓	●
In-Car Electr.	◓	◒	●	○	◓	◓	◓	●	○	○
USED CAR VERDICTS	○	○	◒	◒	○	◓	○	◓	◒	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$8,200 - $16,400
2007	$8,800 - $19,200
2008	$10,500 - $22,400
2009	$11,600 - $26,200
2010	$13,800 - $28,400
2011	$15,900 - $32,700
2012	$18,100 - $35,000
2013	$20,300 - $37,100
2014	$23,000 - $46,800
2015	$25,200 - $49,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Marg.	◓/○	NT
2007	Marg.	◓/○	NT
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	NT
2011	Good	◓/◓	●/●
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Chevrolet Sonic

SUBCOMPACT CAR

The standard Sonic uses an unimpressive 1.8-liter four-cylinder engine, which makes the expense of upgrading to the modestly quicker and more fuel-efficient 1.4-liter turbocharged four-cylinder worthwhile. The six-speed manual transmission is somewhat balky, but the automatic has to dig for gears constantly. Handling is fairly nimble, the brakes are excellent, and the ride is civilized for this class. The sedan has a huge trunk and gives a better view out, but the hatchback version has more cargo versatility. Both offer a relatively quiet cabin, but the rear seats are cramped. Available options such as heated seats, a sunroof, remote start, and safety features such as forward collision and lane departure warning are rarities in this class. Crash-test results are impressive.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Sonic									
	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	●	*
Engine Minor							●	○	●	*
Engine Cooling							●	●	●	*
Trans. Major							◓	●	●	*
Trans. Minor							●	◓	●	*
Drive System							●	◓	●	*
Fuel System							◓	●	●	*
Electrical							●	●	●	*
Climate System							◓	○	●	*
Suspension							◓	○	●	*
Brakes							●	◓	●	*
Exhaust							●	●	●	*
Paint/Trim							◓	◓	●	*
Noises & Leaks							○	◒	○	*
Body Hardware							◒	○	○	*
Power Equip.							●	●	●	*
In-Car Electr.							◓	◓	◓	*
USED CAR VERDICTS							○	◒	●	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$8,700 - $12,200
2013	$10,000 - $14,500
2014	$11,600 - $15,300
2015	$11,200 - $15,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	Good	●/●	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Chevrolet Spark

SUBCOMPACT CAR

Chevrolet's tiny Spark is a four-seat "city car" that's well equipped with such standard features as a touch-screen infotainment system. But that doesn't make the Spark a good deal. Its dinky 84-hp, 1.2-liter four-cylinder and jerky continuously variable automatic transmission combined to provide slow acceleration and its 32 mpg overall is not impressive for this class. A four-speed automatic available in 2012 was no better, though the standard manual transmission helps. The cabin is cramped and relentlessly noisy, the ride is stiff and jittery. While not exciting to drive, the Spark is maneuverable, easy to park, and boasts a rear seat fit for two adults. An all-electric version is surprisingly fun, giving the Spark plenty of smooth and quiet power, but was only sold in a handful of states.

REDESIGN/FRESHENING: 2013, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Spark 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$9,900 - $11,000
2014	$10,800 - $14,300
2015	$12,100 - $15,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	NT	NT
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Chevrolet Suburban

SPORT-UTILITY VEHICLE

GM's largest SUV can seat up to nine people, haul massive loads, or tow big trailers. The Suburban shares its basic platform and V8 powertrain lineup with GM's pickups. Power comes from a strong-but-thirsty 5.3-liter V8. The 2007 redesign brought more agility and better steering and brakes, along with a more efficient six-speed automatic transmission. The interior was also significantly upgraded, but the third-row seats lack thigh support and don't fold into the floor, as some competitors did by then. The full-time four-wheel-drive system is a plus. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Beyond that, it's pretty much your tried-and-true Suburban, with a 5.3-liter V8 and a six-speed automatic. **RELATED MODELS:** GMC Yukon XL.

REDESIGN/FRESHENING: 2000, 2007, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bag available 2006, standard from 2010. ESC standard from 2006. Head protection air bags available in 2007, standard from 2008. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Suburban 06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	◓	●	●	●	●	●
Engine Minor	○	●	●	●	◓	●	●	●	●	○
Engine Cooling	●	●	●	◓	●	●	●	●	●	●
Trans. Major	◓	◓	●	◓	●	●	●	●	●	●
Trans. Minor	○	○	◓	●	○	●	●	●	●	◓
Drive System	◒	○	◒	◒	●	◓	●	●	●	○
Fuel System	◒	◒	○	◓	○	◓	●	●	●	●
Electrical	●	○	◓	◒	●	●	●	●	●	●
Climate System	●	◓	○	◒	○	●	●	●	●	●
Suspension	○	◓	○	◓	◓	○	◒	●	●	◓
Brakes	○	○	●	◓	●	●	●	●	●	●
Exhaust	◒	●	●	●	●	●	●	●	●	●
Paint/Trim	◒	●	●	●	◓	●	○	◓	●	●
Noises & Leaks	◒	◓	○	●	◓	●	◓	●	○	○
Body Hardware	●	◒	●	◒	○	●	○	◓	●	●
Power Equip.	●	◒	●	●	●	◓	◒	○	●	◒
In-Car Electr.	●	◒	◒	◓	◒	○	●	◓	○	●
USED CAR VERDICTS	○	○	●	●	◓	◓	○	◓	◓	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$9,400 - $14,400
2007	$16,000 - $19,800
2008	$17,100 - $23,600
2009	$19,200 - $27,800
2010	$23,400 - $34,300
2011	$26,600 - $39,100
2012	$28,800 - $42,400
2013	$31,500 - $45,100
2014	$34,300 - $49,000
2015	$44,100 - $63,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/○	NT
2007	NT	●/●	●/●
2008	NT	●/●	●/●
2009	NT	●/●	●/●
2010	NT	●/●	NT
2011	NT	NT	NT
2012	NT	●/●	●/●
2013	NT	●/●	●/●
2014	NT	●/●	●/●
2015	NT	◓/◓	●/●

Chevrolet Tahoe

SPORT-UTILITY VEHICLE

This full-sized SUV offers impressive towing and an absorbent low-speed ride. However, it offers little cargo space behind the raised third row and the ride deteriorates on the highway. Handling is imprecise, the steering is vague, and the brakes are so-so. 4WD models have a full-time system that can remain engaged indefinitely. Look for a model with stability control. The 2007 redesign brought a better ride and steering, and an improved interior. The powertrain is still strong, but unrefined. The third-row seats lack thigh support and don't fold into the floor, eating up cargo room. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Beyond that, it's pretty much your tried-and-true Tahoe, with a 5.3-liter V8 and a six-speed automatic. **RELATED MODELS:** Cadillac Escalade, GMC Yukon.

REDESIGN/FRESHENING: 2000, 2007, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bags available until 2006, standard from 2010. ESC standard. Head protection air bags available in 2007, standard from 2008. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS: Chevrolet Tahoe	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	○	●	◓	●	●	●	●	●	●
Engine Minor	○	○	◒	◓	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	○	◒	●	◓	●	◓	●	●	●	●
Trans. Minor	◓	◓	◓	●	◓	◓	●	●	●	●
Drive System	○	◒	○	◓	●	◓	●	◓	●	●
Fuel System	●	◒	●	○	●	●	●	●	●	●
Electrical	●	◓	●	●	●	●	●	●	●	●
Climate System	◓	●	◓	●	●	◓	●	●	●	◓
Suspension	○	◓	◓	◓	◒	◓	◓	●	●	◓
Brakes	◓	◒	◓	◓	◓	◓	◓	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	●	◒	●	●	◓	◓	◓	◓	●	◓
Noises & Leaks	◒	○	◒	◒	◒	○	◓	○	●	○
Body Hardware	●	◒	●	◒	○	○	●	○	●	◓
Power Equip.	◒	○	●	○	○	○	◓	●	●	◒
In-Car Electr.	○	◒	●	◓	●	○	●	●	●	○
USED CAR VERDICTS	○	○	○	○	◓	○	●	◓	●	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$8,300 - $11,700
2007	$14,400 - $18,700
2008	$15,500 - $22,500
2009	$17,900 - $26,600
2010	$22,300 - $33,100
2011	$25,600 - $38,000
2012	$27,700 - $41,300
2013	$30,500 - $44,700
2014	$33,200 - $47,900
2015	$42,500 - $60,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/◓	NT
2007	NT	●/●	●/●
2008	NT	●/●	●/●
2009	NT	●/●	●/●
2010	NT	●/●	NT
2011	NT	●/◓	●/●
2012	NT	●/◓	●/●
2013	NT	●/◓	●/●
2014	NT	●/◓	●/●
2015	NT	●/●	●/●

Chevrolet TrailBlazer

SPORT-UTILITY VEHICLE

The TrailBlazer feels underpowered with its inline six-cylinder engine, but it offers a compliant—if somewhat jiggly—ride. Handling is ungainly, with excessive body lean and slow steering. We also found the brakes unimpressive in our tests. Wind noise is pronounced and the seat-mounted seat belts are awkward to use. Electronic stability-control became standard starting in 2006 and it made emergency handling more secure. The EXT version, which offered seating for seven, was discontinued after 2006, and the entire model line was dropped after 2009. **RELATED MODELS:** Buick Rainier, GMC Envoy, Isuzu Ascender, Saab 9-7X.

REDESIGN/FRESHENING: 2002. **SAFETY EQUIPMENT:** ABS standard. Side air bags available until 2004. Head protection air bags available from 2005, standard from 2008. ESC standard from 2006. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS: Chevrolet TrailBlazer	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	●	*						
Engine Minor	○	●	◓	*						
Engine Cooling	○	◓	●	*						
Trans. Major	○	◓	●	*						
Trans. Minor	○	○	◓	*						
Drive System	●	●	●	*						
Fuel System	●	◒	○	*						
Electrical	◓	●	●	*						
Climate System	●	●	◒	*						
Suspension	○	◒	●	*						
Brakes	◓	◓	○	*						
Exhaust	●	●	●	*						
Paint/Trim	○	◓	◓	*						
Noises & Leaks	◓	○	◓	*						
Body Hardware	○	◓	◓	*						
Power Equip.	●	◓	○	*						
In-Car Electr.	●	◒	○	*						
USED CAR VERDICTS	◒	○	○	*						
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,000 - $11,500
2007	$5,600 - $13,500
2008	$6,400 - $15,200
2009	$8,700 - $18,000
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	○/◓	●/●
2007	Accept.	○/◓	●/●
2008	Accept.	○/◓	●/●
2009	Accept.	○/◓	●/●
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Chevrolet Traverse

SPORT-UTILITY VEHICLE

The Traverse, introduced for 2009, is one of GM's impressive large, car-based, three-row SUVs. Each has a spacious and quiet interior, with a third-row seat roomy enough to accommodate adults. Seating for seven or eight is available. Handling is responsive, especially given the Traverse's size, and the ride is comfortable. Rear visibility isn't great, but clever extra mirrors reduce side blind spots. The smooth 3.6-liter V6 returned 16 mpg in our tests. It's mated to a six-speed automatic that sometimes hesitated to downshift; later versions have better transmission programming. A minor freshening for 2013 brought an improved infotainment system and a standard front-center air bag. **RELATED MODELS:** Buick Enclave, GMC Acadia, Saturn Outlook.

REDESIGN/FRESHENING: 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Chevrolet Traverse	06	07	08	09	10	11	12	13	14	15
Engine, Major				●	●	◓	◓	◓	◓	◓
Engine Minor				◒	◒	◓	◓	◓	◓	◓
Engine Cooling				○	●	◓	◓	◓	◓	◓
Trans. Major				◒	◓	◓	◓	◓	◓	◓
Trans. Minor				◒	●	◓	◓	◓	◓	◓
Drive System				●	●	◒	◓	◓	◓	◓
Fuel System				○	◓	◓	◓	◓	◓	◓
Electrical				●	◓	◓	◓	◓	◓	◓
Climate System				●	●	●	○	○	◓	◓
Suspension				●	●	●	○	◓	◓	◓
Brakes				◒	◒	◒	○	◓	◓	◓
Exhaust				◓	◓	◓	◓	◓	◓	◓
Paint/Trim				◓	○	◓	◓	◓	◓	◓
Noises & Leaks				○	○	◒	○	◓	○	◓
Body Hardware				○	○	◓	◓	◓	◓	◓
Power Equip.				◒	◒	○	●	◓	◓	◓
In-Car Electr.				○	●	◓	○	◒	◓	◓
USED CAR VERDICTS				●	●	●	○	○	○	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	$11,900 - $18,500
2010	$13,600 - $20,500
2011	$15,200 - $21,700
2012	$17,400 - $24,100
2013	$20,100 - $32,700
2014	$24,000 - $36,700
2015	$25,600 - $39,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	◓/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Chevrolet Volt

SMALL CAR

The Volt electric car is quick, quiet, and responsive, and uses a backup gas engine to extend beyond its electric range. Typically it runs for about 35 miles on electric power. Once the lithium-ion battery is depleted, the relatively unrefined 1.4-liter engine turns on to extend the driving range. It takes about 4 hours to recharge about 13 kWh on a 240-volt supply and about 10 hours on 120 volts. We got 2.93 miles per kWh overall and 32 mpg overall on gas mode. Running costs are less than 4 cents a mile based on national electricity rates, but the cost advantage diminishes once you venture beyond the electric range, in part because the Volt requires premium fuel. Ride and handling are sound. Visibility is wanting, controls are a jumble, and as a four-seater, practicality is compromised.

REDESIGN/FRESHENING: 2011, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Chevrolet Volt	06	07	08	09	10	11	12	13	14	15
Engine, Major						★	◓	◓	◓	◓
Engine Minor						★	◓	◓	◓	◓
Engine Cooling						★	◓	◓	◓	◓
Trans. Major						★	◓	◓	◓	◓
Trans. Minor						★	◓	◓	◓	◓
Drive System						★	○	◓	◓	◓
Fuel System						★	◓	◓	◓	◓
Electrical						★	◓	◓	◓	◓
Climate System						★	◓	○	◓	◓
Suspension						★	◓	◓	◓	◓
Brakes						★	◓	◓	◓	◓
Exhaust						★	◓	◓	◓	◓
Paint/Trim						★	◓	◓	◓	◓
Noises & Leaks						★	◓	◓	◓	◒
Body Hardware						★	◓	◓	◓	◓
Power Equip.						★	○	◓	◓	◓
In-Car Electr.						★	○	○	○	●
USED CAR VERDICTS						★	○	○	○	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$12,200 - $13,500
2012	$14,600 - $15,600
2013	$17,900 - $19,000
2014	$19,400 - $21,200
2015	$22,500 - $24,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Chrysler 300

LARGE CAR

The Chrysler 300 replaced the 300M for 2005, offering a choice of two V6 engines or, in 300C trim, a strong 340-hp V8. That generation didn't stand out: styling impeded the view out and made the cabin feel claustrophobic. The 300C accelerated well but drank fuel and handling was unexceptional. We found the ride in the V6 Touring trim to be supple and controlled but the 300C felt stiffer. IIHS side-crash tests without the optional side air bags were poor. A much-improved redesign arrived for 2011, making this car a respectable, large luxury cruiser. A very nice eight-speed automatic was added to the V6 in 2012 and extended to the V8s three years later. The touch-screen infotainment system is one of the best out there. **RELATED MODELS:** Dodge Charger.

REDESIGN/FRESHENING: 2005, 2011. **SAFETY EQUIPMENT:** ABS standard. ESC available, standard from 2011. Head protection air bags available, standard in 2010. Side air bags standard in 2011. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler 300								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	✶	✶	◓	◓	●	●	✶
Engine Minor	◓	●	●	✶	✶	●	●	●	●	✶
Engine Cooling	●	●	●	✶	✶	●	●	◓	●	✶
Trans. Major	●	●	●	✶	✶	●	●	○	●	✶
Trans. Minor	○	○	●	✶	✶	●	●	○	◒	✶
Drive System	●	◓	○	✶	✶	◒	●	●	○	✶
Fuel System	●	◒	●	✶	✶	●	●	◓	●	✶
Electrical	●	●	○	✶	✶	○	●	◓	●	✶
Climate System	◓	●	◒	✶	✶	●	●	◒	◒	✶
Suspension	●	○	◒	✶	✶	◒	○	●	●	✶
Brakes	◓	◒	○	✶	✶	●	●	◓	●	✶
Exhaust	◓	●	◓	✶	✶	●	●	●	●	✶
Paint/Trim	◓	●	●	✶	✶	●	●	●	●	✶
Noises & Leaks	◓	◓	○	✶	✶	○	○	○	◓	✶
Body Hardware	◓	●	●	✶	✶	●	●	●	◓	✶
Power Equip.	●	◓	○	✶	✶	●	◓	◒	○	✶
In-Car Electr.	●	◓	○	✶	✶	●	●	●	●	✶
USED CAR VERDICTS	○	◓	◓	✶	✶	○	○	●	●	✶
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$7,300 - $14,100
2007	$8,200 - $16,300
2008	$9,300 - $19,000
2009	$10,400 - $21,700
2010	$11,900 - $24,200
2011	$16,600 - $23,100
2012	$18,400 - $34,600
2013	$21,000 - $36,900
2014	$22,800 - $38,300
2015	$26,100 - $36,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/●
2007	Good	●/●	◓/●
2008	Good	●/●	◓/●
2009	Good	●/●	◓/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	●/◓	○/●
2013	Good	●/◓	○/●
2014	Good	●/◓	○/●
2015	Good	NT	NT

Chrysler PT Cruiser

SMALL WAGON

This tall front-wheel-drive wagon dressed in retro-rod sheet metal had a versatile interior, easy access, and secure, predictable handling. Acceleration was anemic with its naturally aspirated engine, especially with the automatic, but a good deal better with turbocharged versions. A wide turning circle hindered maneuverability, however. The ride was somewhat stiff and the cabin a bit noisy, and fuel economy was never that great. A convertible version was offered from 2005 to 2008, but wind noise was very pronounced. The PT Cruiser was discontinued after the 2010 model year.

REDESIGN/FRESHENING: 2001. **SAFETY EQUIPMENT:** ABS and side air bags available. ESC not available. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler PT Cruiser									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	○	●	✶	✶					
Engine Minor	●	◓	●	✶	✶					
Engine Cooling	●	◒	◒	✶	✶					
Trans. Major	●	◓	●	✶	✶					
Trans. Minor	●	◓	○	✶	✶					
Drive System	●	●	◒	✶	✶					
Fuel System	○	○	●	✶	✶					
Electrical	●	●	●	✶	✶					
Climate System	●	●	●	✶	✶					
Suspension	●	◒	●	✶	✶					
Brakes	◒	◒	◒	✶	✶					
Exhaust	●	●	◒	✶	✶					
Paint/Trim	◓	●	●	✶	✶					
Noises & Leaks	●	◒	○	✶	✶					
Body Hardware	●	◓	●	✶	✶					
Power Equip.	◒	○	◒	✶	✶					
In-Car Electr.	○	◓	●	✶	✶					
USED CAR VERDICTS	●	◒	●	✶	✶					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$3,200 - $5,400
2007	$3,700 - $6,000
2008	$4,200 - $6,100
2009	$4,800 - $6,700
2010	$7,800 - $7,800
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/●
2007	Good	◓/◓	◓/●
2008	Good	◓/◓	◓/●
2009	Good	◓/◓	◓/●
2010	Good	◓/◓	◓/●
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Chrysler Pacifica

SPORT-UTILITY VEHICLE

The wagon-like Pacifica has a comfortable ride and fairly nimble handling. Power comes from a coarse-sounding and fuel-thirsty 3.5-liter V6 that provides only adequate acceleration. The optional all-wheel-drive system works well for winter driving. The driving position is higher than in most sedans and lower than most SUVs', but a high beltline compromises the feeling of spaciousness and visibility. The interior seats six in three rows. The second row seats just two, so when the third row is folded, this is a four-seat vehicle. Crash-test results are impressive. A five-passenger version arrived for 2005, and the Pacifica received a 4.0-liter V6 for 2007. Chrysler discontinued the Pacifica after the 2008 model.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available, standard from 2007. ESC standard from 2007. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler Pacifica									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	◓	✶							
Engine Minor	○	●	✶							
Engine Cooling	◉	○	✶							
Trans. Major	◓	◓	✶							
Trans. Minor	●	●	✶							
Drive System	◉	◓	✶							
Fuel System	●	●	✶							
Electrical	◉	●	✶							
Climate System	◉	●	✶							
Suspension	○	●	✶							
Brakes	◒	◒	✶							
Exhaust	○	○	✶							
Paint/Trim	○	◒	✶							
Noises & Leaks	◒	○	✶							
Body Hardware	◓	○	✶							
Power Equip.	○	◉	✶							
In-Car Electr.	○	◉	✶							
USED CAR VERDICTS	○	◒	✶							
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$4,800 - $7,500
2007	$5,500 - $8,500
2008	$6,300 - $9,700
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◉/◉	◉/◉
2007	Good	◉/◉	◉/◉
2008	Good	◉/◉	◉/◉
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Chrysler Sebring, 200

FAMILY CAR

The long-running Sebring was never a very good car, more of a low-rent commodity car than an object of desire. It lacked agility, admitted too much road noise, and had a stiff, unsettled ride. In pre-2007 models a Poor IIHS side-crash score in tests without side air bags was another negative. The convertible suffered from a lot of body shake but at least had a usable rear seat. The 2007 redesign didn't make this a good car although crash test scores improved. The interior was cheap and had poor fit and finish. For 2011 the Sebring was reworked and renamed the 200, getting a much nicer interior, a more compliant ride, and a strong, smooth V6. Handling remained underwhelming. 2015 brought another redesign. **RELATED MODELS:** Dodge Avenger.

REDESIGN/FRESHENING: 2001, 2007, 2011, 2015. **SAFETY EQUIPMENT:** ABS available, standard from 2007. Side air bags available, standard from 2007. Head protection air bags available, standard from 2007. ESC available from 2007, standard from 2012. **DRIVE WHEELS:** Front. AWD available in 2008.

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler Sebring, 200									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	✶	◉	✶	✶	○	○	◉	✶	◉
Engine Minor	●	✶	○	✶	✶	◉	◓	○	✶	◉
Engine Cooling	◓	✶	◉	✶	✶	◉	◉	◓	✶	◉
Trans. Major	◉	✶	◒	✶	✶	◉	◓	◉	✶	◉
Trans. Minor	◉	✶	○	✶	✶	○	◓	◉	✶	◒
Drive System	◓	✶	○	✶	✶	◉	◓	◓	✶	◓
Fuel System	●	✶	◉	✶	✶	◉	◉	◓	✶	◉
Electrical	●	✶	◉	✶	✶	◉	◓	◉	✶	◉
Climate System	●	✶	◓	✶	✶	◉	◒	◉	✶	◉
Suspension	●	✶	◉	✶	✶	◒	○	◓	✶	◉
Brakes	●	✶	◓	✶	✶	◓	◒	○	✶	◉
Exhaust	●	✶	◉	✶	✶	◉	◉	◉	✶	◉
Paint/Trim	●	✶	◉	✶	✶	○	◒	◉	✶	◉
Noises & Leaks	●	✶	○	✶	✶	◓	●	●	✶	◉
Body Hardware	●	✶	○	✶	✶	◉	◉	◉	✶	◉
Power Equip.	●	✶	◒	✶	✶	○	◒	○	✶	◉
In-Car Electr.	●	✶	◓	✶	✶	◒	◉	◓	✶	◉
USED CAR VERDICTS	●	✶	○	✶	✶	○	●	◒	✶	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$3,200 - $5,000
2007	$4,900 - $7,000
2008	$4,900 - $8,600
2009	$5,600 - $9,600
2010	$8,100 - $12,100
2011	$10,400 - $15,500
2012	$11,700 - $18,200
2013	$13,300 - $19,200
2014	$14,500 - $17,200
2015	$19,600 - $21,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◉/◉	○/○
2007	Good	◉/◉	◉/○
2008	Good	◉/◉	◉/◓
2009	Good	◉/◉	◉/◓
2010	Good	◉/◉	◉/◓
2011	Good	NT	NT
2012	Good	◓/○	◉/◓
2013	Good	◓/○	◉/◓
2014	Good	◓/○	◉/◓
2015	Good	◉/◉	◉/◉

Chrysler Town & Country

MINIVAN

The Town & Country is an upscale, seven-seat version of the Dodge Grand Caravan. In pre-2008 models you can expect a fairly composed ride and secure handling. The handy Stow'n Go seating system that debuted in 2005 allows both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. A stronger 3.8-liter V6 was also available. The 2008 redesign brought new features, improved safety gear, and a quieter, more comfortable cabin, but handling, braking, fuel economy, and fit and finish still weren't impressive. A 2011 update brought a new 3.6-liter V6 that considerably improved fuel economy, improved handling, and better interior quality. **RELATED MODELS:** Dodge Caravan/Grand Caravan.

REDESIGN/FRESHENING: 2001, 2008, 2011. **SAFETY EQUIPMENT:** ABS standard through 2003, available 2004-2007, standard from 2008. Side air bags available from 2001-2004. Head protection air bags available from 2005, standard from 2008. ESC standard from 2008. **DRIVE WHEELS:** Front; AWD up to 2004.

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler Town & Country									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	●	○	◓	●	●	●
Engine Minor	○	○	○	○	●	◓	◓	●	●	●
Engine Cooling	○	◓	○	◓	●	●	●	●	●	●
Trans. Major	●	◓	◓	●	◓	●	◓	●	●	●
Trans. Minor	◓	●	◓	◓	○	◒	●	○	◓	●
Drive System	◓	◓	◒	◓	○	◓	◓	●	●	●
Fuel System	◒	●	○	◓	◓	●	●	●	●	●
Electrical	◓	○	◒	◓	◓	●	●	●	●	●
Climate System	●	●	●	●	●	◒	○	◓	◓	●
Suspension	●	○	◓	○	○	●	◓	●	●	●
Brakes	●	●	●	●	●	●	●	○	●	●
Exhaust	●	◓	●	●	●	●	●	●	●	●
Paint/Trim	●	●	○	◒	◓	◓	◓	●	●	●
Noises & Leaks	●	●	●	◒	◒	●	●	◓	○	●
Body Hardware	●	●	○	◓	◓	○	◓	●	●	●
Power Equip.	●	◒	◒	○	◒	●	●	●	○	●
In-Car Electr.	○	○	○	◒	○	●	◓	○	○	●
USED CAR VERDICTS	◒	◒	●	◒	●	●	●	●	○	●
NEW CAR PREDICTION	Average ○									

PRICES

2006	$4,700 - $7,600
2007	$5,300 - $8,700
2008	$7,600 - $10,900
2009	$8,700 - $13,200
2010	$10,400 - $16,400
2011	$15,300 - $20,700
2012	$18,600 - $25,600
2013	$20,200 - $27,800
2014	$21,800 - $31,100
2015	$26,700 - $34,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	●/●
2007	Accept.	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Dodge Avenger

FAMILY CAR

The Avenger name returned in 2008 as sedan-only twin of the unimpressive Chrysler Sebring. The 3.5-liter V6 was refined, but couldn't mask the car's many flaws. The ride is stiff and unsettled, the interior uses cheap materials, and handling is ungainly. Along with the Chrysler Sebring, the Avenger got an update in 2011 that brought a better ride, a more-powerful V6 engine, and improved interior materials. Still, not much could be done about the basic flaws of this car, and the family-sedan market is crowded by better choices. The Avenger was discontinued after the 2014 model year but lived on in some daily-rental fleets. **RELATED MODELS:** Chrysler Sebring.

REDESIGN/FRESHENING: 2008, 2011. **SAFETY EQUIPMENT:** ABS available, standard from 2008. Side and head protection air bags standard from 2008. ESC available from 2008, standard from 2012. **DRIVE WHEELS:** Front. AWD available in 2008.

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Avenger									
	06	07	08	09	10	11	12	13	14	15
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

NOT ENOUGH DATA TO RATE

PRICES

2006	-
2007	-
2008	$5,900 - $10,200
2009	$6,900 - $10,000
2010	$8,600 - $10,800
2011	$10,000 - $12,300
2012	$11,300 - $14,600
2013	$12,900 - $16,200
2014	$14,800 - $18,400
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	NT	NT
2012	Good	●/○	○/●
2013	Good	●/○	○/●
2014	Good	●/○	○/●
2015	—	—	—

Dodge Caliber

HATCHBACK

This small four-door hatchback with a raised seating position similar to a small SUV's replaced the Dodge Neon. The engine is noisy, and fit and finish is sub par. The ride is sound but unexceptional, and handling is lackluster but ultimately secure. The four-cylinder engines were shared with some Mitsubishi and Hyundai models. The continuously variable transmission works well, but both the 2.0-liter SXT and 2.4-liter AWD R/T we tested lacked punch, and fuel economy wasn't impressive. The AWD model was dropped after 2008. A quick, but crude, 285-hp SRT4 was available through 2009. 2012 was the final year for the Caliber.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC available, standard in 2012. Head protection air bags standard. **DRIVE WHEELS:** Front; AWD available 2007-2008.

RELIABILITY HISTORY

TROUBLE SPOTS — Dodge Caliber	06	07	08	09	10	11	12	13	14	15
Engine, Major		●	*	*	*	*	*			
Engine Minor		○	*	*	*	*	*			
Engine Cooling		◓	*	*	*	*	*			
Trans. Major		●	*	*	*	*	*			
Trans. Minor		◒	*	*	*	*	*			
Drive System		●	*	*	*	*	*			
Fuel System		◒	*	*	*	*	*			
Electrical		◒	*	*	*	*	*			
Climate System		●	*	*	*	*	*			
Suspension		●	*	*	*	*	*			
Brakes		○	*	*	*	*	*			
Exhaust		●	*	*	*	*	*			
Paint/Trim		○	*	*	*	*	*			
Noises & Leaks		●	*	*	*	*	*			
Body Hardware		○	*	*	*	*	*			
Power Equip.		◓	*	*	*	*	*			
In-Car Electr.		●	*	*	*	*	*			
USED CAR VERDICTS		◒	*	*	*	*	*			
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$4,000 - $6,500
2008	$5,200 - $10,300
2009	$6,200 - $11,200
2010	$8,200 - $10,100
2011	$9,300 - $12,200
2012	$10,400 - $12,500
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/◓	○/●
2012	Good	◓/◓	○/●
2013	—	—	—
2014	—	—	—
2015	—	—	—

Dodge Caravan/Grand Caravan

MINIVAN

The Caravan and extended-length Grand Caravan have some good points but have been mediocre competitors for years. Expect a quiet ride and OK handling. The Stow-'N-Go seating system that debuted in Grand Caravans for 2005 allow both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. A stronger 3.8-liter V6 was also available. A 2008 redesign brought new features and improved safety, but handling, braking, fuel economy, and fit and finish still fell short. A major reworking for 2011 improved the ride and brought a nicer interior but still failed to measure up to the class-leading Honda Odyssey and Toyota Sienna. **RELATED MODELS:** Chrysler Voyager, Chrysler Town & Country.

REDESIGN/FRESHENING: 2001, 2008, 2011 **SAFETY EQUIPMENT:** ABS available, standard from 2008. Head protection air bags available, standard from 2008. ESC standard from 2008. **DRIVE WHEELS:** Front; AWD up to 2004.

RELIABILITY HISTORY

TROUBLE SPOTS — Dodge Grand Caravan	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	●	○	◓	●	●	●
Engine Minor	○	○	○	○	●	◓	◓	●	●	●
Engine Cooling	○	◓	○	◓	●	●	●	●	●	●
Trans. Major	●	◓	◓	◓	●	●	◓	●	●	●
Trans. Minor	◓	●	◓	◓	○	◒	●	○	◓	●
Drive System	◓	◓	◒	◓	○	◓	◓	●	●	●
Fuel System	◒	●	○	◓	◓	●	●	●	●	●
Electrical	◓	○	◒	◓	◓	●	●	●	●	●
Climate System	●	●	●	●	●	◒	○	◓	◓	●
Suspension	●	○	○	○	○	●	◓	●	●	●
Brakes	●	●	●	●	●	●	●	○	●	●
Exhaust	●	◓	●	●	●	●	●	●	●	●
Paint/Trim	●	●	○	◒	◓	◓	◓	●	●	●
Noises & Leaks	●	●	●	◒	◒	●	●	◓	○	●
Body Hardware	●	●	○	◓	◓	○	◓	◓	●	●
Power Equip.	●	◒	◒	○	◒	●	●	●	○	●
In-Car Electr.	○	○	○	◒	○	●	◓	○	○	●
USED CAR VERDICTS	◒	◒	●	◒	●	●	●	●	○	●
NEW CAR PREDICTION	Average ○									

PRICES

2006	$3,600 - $6,500
2007	$4,200 - $7,100
2008	$5,900 - $8,200
2009	$7,000 - $9,200
2010	$8,600 - $11,400
2011	$9,700 - $17,400
2012	$13,600 - $18,500
2013	$15,800 - $20,700
2014	$18,000 - $21,700
2015	$19,600 - $26,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	●/●
2007	Accept.	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Dodge Challenger

SPORTS/SPORTY CAR

This large retro-look coupe was reborn in 2008, derived from the Chrysler 300/Dodge Charger siblings with styling inspired by the original 1960s muscle car. While superficially resembling its namesake, this is a larger and heavier car that comes up a bit short on sporty credentials. It's very quick in a straight line but handling lacks agility. The brawny 375-hp V8 emits an invigorating growl, and a larger V8 and smaller V6 are also available. It's a fairly comfortable and effortless cruiser. Good controls, decent interior quality and the ability to seat five are pluses. Some tweaks for 2011 made for more responsive cornering with a small sacrifice in ride comfort. **RELATED MODELS:** Chrysler 300, Dodge Charger.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Head protection air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS: Dodge Challenger	06	07	08	09	10	11	12	13	14	15
Engine, Major			★	★	★	★	★	●	◒	●
Engine Minor			★	★	★	★	★	●	●	●
Engine Cooling			★	★	★	★	★	○	●	●
Trans. Major			★	★	★	★	★	◒	●	●
Trans. Minor			★	★	★	★	★	◒	●	●
Drive System			★	★	★	★	★	◒	●	●
Fuel System			★	★	★	★	★	●	●	●
Electrical			★	★	★	★	★	●	●	●
Climate System			★	★	★	★	★	◒	●	●
Suspension			★	★	★	★	★	◓	◓	●
Brakes			★	★	★	★	★	●	●	●
Exhaust			★	★	★	★	★	●	●	●
Paint/Trim			★	★	★	★	★	●	◓	◓
Noises & Leaks			★	★	★	★	★	●	●	●
Body Hardware			★	★	★	★	★	◓	●	◓
Power Equip.			★	★	★	★	★	●	●	●
In-Car Electr.			★	★	★	★	★	●	●	●
USED CAR VERDICTS			★	★	★	★	★	●	●	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	$23,300 - $23,300
2009	$15,700 - $25,500
2010	$17,200 - $28,200
2011	$18,700 - $31,300
2012	$20,000 - $34,900
2013	$21,400 - $38,200
2014	$23,200 - $41,900
2015	$26,800 - $65,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	NT	NT	NT
2009	NT	●/●	●/●
2010	NT	●/●	●/●
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	●/●	◓/●
2014	NT	●/●	◓/●
2015	NT	◓/●	●/●

Dodge Charger

LARGE SEDAN

The Charger, a sibling of the Chrysler 300, arrived in 2006. It was available with a 3.5-liter V6 or a 5.7-liter V8, which got only 17 mpg overall in our testing. Suspension architecture relies on Mercedes-Benz hardware but that first version didn't shine in ride or handling. The SRT-8 is a high-performance V8 version. IIHS side crash-test results were poor when tested without the optional curtain air bags. A successful 2011 reworking made the Charger more responsive and comfortable, with a better view out and a nicer interior. A slick eight-speed automatic was added to the V6 in 2012 and the infotainment system is one of the best out there. **RELATED MODELS:** Chrysler 300, Dodge Challenger.

REDESIGN/FRESHENING: 2006, 2011. **SAFETY EQUIPMENT:** ABS standard. ESC standard in 2006, available 2007-2011, standard from 2012. Head protection air bags available, standard from 2010. Side air bags not available, standard in 2011. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Dodge Charger	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	●	●	●	★
Engine Minor	★	★	★	★	★	★	●	◓	●	★
Engine Cooling	★	★	★	★	★	★	●	○	●	★
Trans. Major	★	★	★	★	★	★	●	◓	●	★
Trans. Minor	★	★	★	★	★	★	●	◓	◓	★
Drive System	★	★	★	★	★	★	●	●	●	★
Fuel System	★	★	★	★	★	★	●	◓	●	★
Electrical	★	★	★	★	★	★	◓	●	●	★
Climate System	★	★	★	★	★	★	○	◓	○	★
Suspension	★	★	★	★	★	★	●	◓	●	★
Brakes	★	★	★	★	★	★	◓	○	●	★
Exhaust	★	★	★	★	★	★	●	◓	●	★
Paint/Trim	★	★	★	★	★	★	●	●	●	★
Noises & Leaks	★	★	★	★	★	★	◓	●	●	★
Body Hardware	★	★	★	★	★	★	◓	◓	●	★
Power Equip.	★	★	★	★	★	★	●	●	●	★
In-Car Electr.	★	★	★	★	★	★	●	●	○	★
USED CAR VERDICTS	★	★	★	★	★	★	○	●	○	★
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$7,300 - $16,400
2007	$8,300 - $18,800
2008	$9,500 - $20,900
2009	$10,300 - $22,800
2010	$11,900 - $26,200
2011	$16,500 - $24,500
2012	$17,500 - $34,600
2013	$18,800 - $37,900
2014	$20,400 - $42,700
2015	$24,100 - $71,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/●
2007	Good	●/●	◓/●
2008	Good	●/●	◓/●
2009	Good	●/●	◓/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	●/◓	◓/●
2013	Good	●/◓	◓/●
2014	Good	●/◓	◓/●
2015	Good	NT	NT

Dodge Dakota

PICKUP TRUCK

The Dakota was a mid-sized pickup, larger than compacts like the Ford Ranger but smaller than a full-sized truck. Four-, six-, and eight-cylinder engines were available in the first two generations, but only the thirsty V8s could be considered strong. The ride is jittery and unsettled. It handled relatively well for its era, and available full-time 4WD was a plus. 2000 brought a four-door Quad Cab model and a more modern V8. The 2005 redesign offered only extended-cab versions. A 3.7-liter V6 was standard but even the 4.7-liter V8 felt sluggish and drank fuel, and a buoyant ride and unresponsive handling remained. ESC was not available. 2010 was the last year for the Dakota. **RELATED MODELS:** Mitsubishi Raider.

REDESIGN/FRESHENING: 1997, 2005. **SAFETY EQUIPMENT:** ABS available, standard from 2009. Head protection air bags available. ESC not available. **DRIVE WHEELS:** Rear or part-time 4WD; permanent 4WD available from 2000.

RELIABILITY HISTORY

TROUBLE SPOTS — Dodge Dakota

	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	*	*	*	*					
Engine Minor	◓	*	*	*	*					
Engine Cooling	○	*	*	*	*					
Trans. Major	●	*	*	*	*					
Trans. Minor	●	*	*	*	*					
Drive System	○	*	*	*	*					
Fuel System	◒	*	*	*	*					
Electrical	●	*	*	*	*					
Climate System	◓	*	*	*	*					
Suspension	●	*	*	*	*					
Brakes	●	*	*	*	*					
Exhaust	◒	*	*	*	*					
Paint/Trim	●	*	*	*	*					
Noises & Leaks	◓	*	*	*	*					
Body Hardware	◒	*	*	*	*					
Power Equip.	○	*	*	*	*					
In-Car Electr.	●	*	*	*	*					
USED CAR VERDICTS	◒	*	*	*	*					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$7,000 - $11,400
2007	$8,400 - $12,900
2008	$9,400 - $15,700
2009	$10,800 - $16,200
2010	$12,000 - $18,000
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	●/●
2007	Good	●/◓	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Dodge Dart

SMALL CAR

Dodge's first decent small car in decades debuted for 2013 but still fell short in the execution. The 1.4-liter turbo has enough power but sounds thrashy, and the optional automated manual transmission is unrefined and stumbles at low speeds. The base 2.0-liter has a better six-speed automatic transmission, but it still feels underpowered. A 2.4-liter four-cylinder became the primary engine choice starting in 2014. It has more power, but falls short in fuel economy. Handling is taut and agile, and the ride is composed. Inside, the cabin is roomy up front but the rear seat is tight, and the front seats aren't very comfortable. The Uconnect touchscreen infotainment system is one of the best on the market.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Dodge Dart

	06	07	08	09	10	11	12	13	14	15
Engine, Major								◓	●	*
Engine Minor								○	◓	*
Engine Cooling								●	◓	*
Trans. Major								○	●	*
Trans. Minor								●	○	*
Drive System								◓	●	*
Fuel System								●	◓	*
Electrical								◓	●	*
Climate System								○	●	*
Suspension								◓	●	*
Brakes								●	●	*
Exhaust								●	●	*
Paint/Trim								●	◓	*
Noises & Leaks								◓	○	*
Body Hardware								●	●	*
Power Equip.								●	○	*
In-Car Electr.								●	●	*
USED CAR VERDICTS								●	◒	*
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$12,900 - $16,500
2014	$13,900 - $17,900
2015	$15,000 - $19,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Dodge Durango

SPORT-UTILITY VEHICLE

A 2004 redesign made the three-row Durango larger and nicer to drive than its predecessor and its 340-hp 5.7-liter Hemi V8 provided quick if noisy acceleration. Handling was clumsy but ultimately secure and the ride was compliant. The 2011 redesign transformed the Durango into a different animal: a quiet, spacious, comfortable SUV akin to the reborn Jeep Grand Cherokee but a smidgen larger. It has a roomy third-row seat and strong V6 and V8 engines, both with impressive towing capacity. Handling is surprisingly good for this big SUV. In 2014, an improved infotainment system arrived along with a new eight-speed automatic, which improved fuel economy and performance with both engines. Visibility is limited, but a rear-view camera is available. **RELATED MODELS:** Chrysler Aspen.

REDESIGN/FRESHENING: 2004, 2011, 2014. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available, standard from 2007. ESC available, standard from 2007. **DRIVE WHEELS:** Rear, part-time or permanent 4WD. Rear or AWD starting in 2011.

RELIABILITY HISTORY

TROUBLE SPOTS — Dodge Durango	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	○	★	★		◓	●	●	●	●
Engine Minor	★	◓	★	★		●	●	●	◓	●
Engine Cooling	★	●	★	★		○	●	●	●	●
Trans. Major	★	◓	★	★		●	●	●	●	●
Trans. Minor	★	◓	★	★		◓	◓	◓	●	●
Drive System	★	○	★	★		◓	◒	◓	●	●
Fuel System	★	●	★	★		●	◓	●	●	●
Electrical	★	◓	★	★		◒	◓	●	●	●
Climate System	★	●	★	★		●	○	●	◓	●
Suspension	★	◓	★	★		○	○	●	●	●
Brakes	★	◒	★	★		◒	◓	◓	●	●
Exhaust	★	◓	★	★		●	●	●	●	●
Paint/Trim	★	◒	★	★		●	●	●	●	●
Noises & Leaks	★	○	★	★		◒	◒	○	◓	●
Body Hardware	★	◒	★	★		●	●	◓	●	●
Power Equip.	★	○	★	★		●	●	◒	●	◓
In-Car Electr.	★	○	★	★		●	●	○	◒	◓
USED CAR VERDICTS	★	○	★	★		●	●	○	◒	●
NEW CAR PREDICTION	Average ○									

PRICES

2006	$6,000 - $10,500
2007	$7,100 - $11,600
2008	$8,500 - $13,000
2009	$9,900 - $16,700
2010	-
2011	$18,200 - $28,700
2012	$21,200 - $30,800
2013	$23,800 - $34,700
2014	$25,800 - $38,300
2015	$33,000 - $41,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	●/●	NT
2007	NT	●/●	NT
2008	NT	●/●	NT
2009	NT	●/●	NT
2010	—	—	—
2011	Good	NT	NT
2012	Good	◓/○	●/●
2013	Good	◓/○	●/●
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Dodge Journey

SPORT-UTILITY VEHICLE

The Journey, Dodge's first car-based SUV, used the Chrysler Sebring/Dodge Avenger platform. It is a fairly compact vehicle that offers a tiny third-row seat. A noisy 2.4-liter engine is standard, but the punchier and more refined 3.5-liter V6 engine was a better choice. Our tested V6 returned just 16 mpg overall, however. The ride is a bit unsettled and handling lacks agility, but is ultimately secure. Storage bins under the front-passenger seat cushion and in the second row floor are handy. Some had integrated child booster seats. The 2011 reworking brought a much nicer interior and a better V6 but lack of agility and still-mediocre fuel economy keep it out of the top ranks.

REDESIGN/FRESHENING: 2009, 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Dodge Journey	06	07	08	09	10	11	12	13	14	15
Engine, Major				◓	★	★	●	●	●	★
Engine Minor				●	★	★	●	●	●	★
Engine Cooling				◓	★	★	●	●	●	★
Trans. Major				○	★	★	●	●	●	★
Trans. Minor				◒	★	★	●	●	●	★
Drive System				●	★	★	●	◓	○	★
Fuel System				●	★	★	●	●	◓	★
Electrical				●	★	★	◓	●	●	★
Climate System				◓	★	★	◓	◓	●	★
Suspension				◒	★	★	○	●	○	★
Brakes				●	★	★	●	●	○	★
Exhaust				●	★	★	●	●	●	★
Paint/Trim				◒	★	★	●	●	◒	★
Noises & Leaks				●	★	★	●	●	◒	★
Body Hardware				○	★	★	●	●	◓	★
Power Equip.				◒	★	★	●	◒	○	★
In-Car Electr.				●	★	★	●	●	●	★
USED CAR VERDICTS				●	★	★	●	◒	●	★
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	$8,300 - $13,200
2010	$9,900 - $15,300
2011	$11,200 - $19,200
2012	$12,800 - $21,800
2013	$15,200 - $23,600
2014	$18,000 - $26,100
2015	$22,500 - $28,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	●/◓	●/◓
2013	Good	●/◓	●/◓
2014	Good	●/◓	●/◓
2015	Good	●/◓	NT

Dodge Nitro

SPORT-UTILITY VEHICLE

The Nitro was based on the Jeep Liberty and used the same 210-hp, 3.7-liter V6 engine. The R/T version features a 260-hp, 4.0-liter V6 and a firmer suspension. Pronounced body lean and vague steering detract from agility. The cabin is noisy, the ride is stiff and snappy, and the front end can become buoyant on the highway. The foot wells are extremely narrow. 4WD models have a part-time system that lacks a low range. One nice feature is an optional sliding cargo floor that extends 18 inches rearward and is rated to hold 400 pounds. But overall the Nitro has little going for it. 2011 was the Nitro's last model year. **RELATED MODELS:** Jeep Liberty.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Head protection air bags standard. **DRIVE WHEELS:** Rear, part-time or permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Nitro 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	-
2007	$7,200 - $11,300
2008	$8,300 - $13,200
2009	$9,900 - $14,600
2010	$11,200 - $13,700
2011	$12,500 - $18,000
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	◓/◓	◓/◓
2008	Good	◓/◓	◓/◓
2009	Good	◓/◓	◓/◓
2010	Good	◓/◓	◓/◓
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Dodge Ram 1500

PICKUP TRUCK

The Ram's spacious cabin and voluminous cargo bed are pluses, but until 2009 its ponderous handling, poor fuel economy, and subpar braking limited this big pickup's appeal. Engines included a hopelessly overmatched V6, two V8s, and from 2004 to 2006 a powerful V10. The popular 4.7-liter V8 is weak and thirsty. A powerful 5.7-liter Hemi V8 was offered beginning in 2003. A longer-cab four-door debuted in 2006. Our tested 2007 model had a better ride than previous models. The 2009 redesign brought the Ram up-to-date with a coil-spring rear suspension, and better ride and handling that made it fully competitive with Ford and Chevy competitors. Ram became a separate brand in 2011. A very nice diesel option arrived for 2014.

REDESIGN/FRESHENING: 2002, 2009, 2013. **SAFETY EQUIPMENT:** ABS available, standard from 2009. Head protection air bags available, standard from 2009. ESC available from 2007, standard from 2009. **DRIVE WHEELS:** Rear. Part-time or permanent 4WD

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Ram 1500 06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	◓	●	●	◓	●	●	●	●
Engine Minor	◓	◓	◓	◓	●	●	●	◓	●	●
Engine Cooling	○	○	◓	●	●	●	●	●	●	●
Trans. Major	◓	●	◓	◓	●	●	●	●	●	●
Trans. Minor	○	●	●	◓	◓	○	◓	◓	●	●
Drive System	◒	◒	○	●	○	◓	◓	●	●	●
Fuel System	●	○	○	◓	●	●	●	◓	◓	◓
Electrical	◓	◓	◓	●	●	●	●	●	●	●
Climate System	●	◒	◓	●	●	○	●	●	●	◓
Suspension	○	◒	○	○	○	○	◓	●	●	●
Brakes	○	○	◒	○	●	○	●	●	●	●
Exhaust	●	●	●	◒	●	●	●	●	●	●
Paint/Trim	●	●	◓	○	○	◒	●	○	◓	●
Noises & Leaks	●	◓	●	◒	●	◓	◓	○	○	◓
Body Hardware	○	◒	◓	◓	◒	◓	●	●	●	●
Power Equip.	◓	●	●	◒	◒	◓	○	●	○	●
In-Car Electr.	◓	◓	●	◓	○	○	◓	●	○	◓
USED CAR VERDICTS	○	○	◓	◒	◒	○	○	●	◒	○
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$7,100 - $20,300
2007	$8,200 - $18,100
2008	$9,400 - $30,100
2009	$11,300 - $32,500
2010	$13,500 - $31,400
2011	$15,700 - $33,400
2012	$17,800 - $36,600
2013	$20,000 - $40,400
2014	$21,600 - $42,900
2015	$23,900 - $44,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	NT
2007	Good	◓/◓	NT
2008	Good	◓/◓	NT
2009	Good	◓/◓	NT
2010	Good	◓/◓	NT
2011	Good	○/◒	◓/◓
2012	Good	◓/◓	◓/◓
2013	Good	◓/◓	◓/◓
2014	Good	◓/◓	◓/◓
2015	Good	◓/◓	◓/◓

Fiat 500

SUBCOMPACT CAR

The retro-styled 500 has agile handling, a willing engine, and a crisp-shifting manual transmission, which all combine to make the Fiat fun to drive. The little 101-hp, 1.4-liter four-cylinder and five-speed manual returned 33 mpg overall, but it takes frequent downshifts to keep up on the highway. Zippy around town and easy to park, this two-door suffers from a choppy ride and a noisy cabin, which detract from the fun. The rear seats are very tight and difficult to access. Front-seat headroom is copious, but the cabin is narrow and some may find the steering wheel too far away. The convertible version has a clever sunroof feature. The sporty Abarth version is quick and fun to drive, but the throaty exhaust note can grow wearisome over time.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Fiat 500	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	●	●
Engine Minor							○	○	●	●
Engine Cooling							●	●	●	●
Trans. Major							◓	◓	●	●
Trans. Minor							●	○	●	●
Drive System							◓	◒	◓	◓
Fuel System							●	◓	●	●
Electrical							◓	◓	●	◓
Climate System							○	●	●	●
Suspension							○	●	●	◓
Brakes							●	●	●	●
Exhaust							●	●	●	●
Paint/Trim							●	◓	◓	○
Noises & Leaks							○	●	●	◓
Body Hardware							●	◓	●	◓
Power Equip.							●	◒	◒	●
In-Car Electr.							○	○	●	◓
USED CAR VERDICTS							●	●	○	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$8,600 - $12,800
2013	$10,400 - $16,200
2014	$12,200 - $17,400
2015	$12,900 - $18,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	Good	◓/○	●/◒
2013	Good	◓/○	●/●
2014	Good	◓/○	●/●
2015	Good	◓/○	●/●

Ford C-MAX

WAGON

Based on the Focus, the five-passenger C-Max hybrid is clever, well finished, and practical. In testing we found it rides well and handles with agility, and we got an excellent 37 mpg overall. The regenerative braking system helps fuel economy but makes the pedal feel touchy. The 2.0-liter four-cylinder engine and electric motor deliver adequate acceleration and seamless transitions, and the C-Max can cruise in full-electric mode below 62 mph. The Energi version is a plug-in hybrid that can travel on electric power alone for about 18 miles. The MyFord Touch infotainment system can be quite frustrating to use. Cargo space is compromised by the large battery pack in the rear of the C-Max.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Ford C-MAX	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	●	*
Engine Minor								●	●	*
Engine Cooling								●	●	*
Trans. Major								●	●	*
Trans. Minor								●	●	*
Drive System								◓	◓	*
Fuel System								◓	●	*
Electrical								◓	●	*
Climate System								●	●	*
Suspension								●	●	*
Brakes								●	●	*
Exhaust								●	●	*
Paint/Trim								●	●	*
Noises & Leaks								○	○	*
Body Hardware								●	●	*
Power Equip.								●	○	*
In-Car Electr.								●	◒	*
USED CAR VERDICTS								◒	○	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$15,800 - $18,000
2014	$17,500 - $20,700
2015	$19,600 - $22,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Ford Crown Victoria

LARGE CAR

The Crown Victoria, long a mainstay of taxi and police fleets, is a big, old-fashioned cruiser with rear-wheel drive, six seats, and a huge trunk. The strong, if thrashy, 4.6-liter V8 provides good acceleration. The ride is absorbent but jiggly. An available performance-and-handling package provided improved handling and ride control. Despite the car's size, the rear seats had surprisingly skimpy leg room. 2003 brought a revised suspension and steering system. Handling, though, still felt ungainly. Crash-test results were impressive, but curtain airbags and electronic stability control were never available. 2008 was the last year for consumer sales. After that it was sold only to fleets. **RELATED MODELS:** Mercury Grand Marquis.

REDESIGN/FRESHENING: 1998. **SAFETY EQUIPMENT:** ABS standard. Side air bags available. ESC not available. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Crown Victoria	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	*	*					
Engine Minor	●	◒	◓	*	*					
Engine Cooling	●	○	◓	*	*					
Trans. Major	●	●	●	*	*					
Trans. Minor	●	●	●	*	*					
Drive System	●	●	◓	*	*					
Fuel System	○	●	◓	*	*					
Electrical	◓	◒	●	*	*					
Climate System	●	●	●	*	*					
Suspension	○	◓	◓	*	*					
Brakes	◒	◒	●	*	*					
Exhaust	●	◒	◓	*	*					
Paint/Trim	◒	●	◒	*	*					
Noises & Leaks	◓	◓	◓	*	*					
Body Hardware	◓	●	◓	*	*					
Power Equip.	◒	◒	●	*	*					
In-Car Electr.	◒	●	◒	*	*					
USED CAR VERDICTS	○	○	○	*	*					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,000 - $6,700
2007	$5,700 - $7,300
2008	$6,500 - $8,300
2009	$7,400 - $9,100
2010	$8,000 - $10,200
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Ford Edge

SPORT-UTILITY VEHICLE

The Edge arrived for 2007, a car-based SUV based on a Mazda6 platform and sharing components with the similar Lincoln MKX. Early models had a 3.5-liter V6 mated to a six-speed automatic, and either front or all-wheel drive. The ride was good, and the powertrain was quite strong but lacked refinement. Handling wasn't very agile and interior fit and finish was unimpressive. A 2011 update brought a nicer interior, suspension updates, and revised powertrains. Driving dynamics were better but still not great. A turbo four-cylinder in FWD models proved lively and returned 21 mpg. An optional 3.7-liter V6 was as fuel efficient but stronger than the standard V6. Our major beef was the distracting MyFord Touch control interface. **RELATED MODELS:** Lincoln MKX.

REDESIGN/FRESHENING: 2007, 2011, 2015. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Edge	06	07	08	09	10	11	12	13	14	15
Engine, Major		●	●	●	●	●	●	●	●	*
Engine Minor		◓	●	●	●	●	◓	●	●	*
Engine Cooling		●	◓	●	●	●	●	●	●	*
Trans. Major		◒	○	●	●	●	●	●	●	*
Trans. Minor		●	●	◓	◓	◓	◓	●	●	*
Drive System		●	●	◓	●	●	◓	●	●	*
Fuel System		○	◓	◓	●	●	◓	●	●	*
Electrical		●	●	●	●	●	●	●	●	*
Climate System		◓	●	◓	◓	◓	◓	◓	●	*
Suspension		○	◓	◓	◓	○	○	◓	●	*
Brakes		○	●	●	○	○	●	◓	●	*
Exhaust		●	●	●	●	●	●	●	●	*
Paint/Trim		○	○	◓	◓	●	●	●	●	*
Noises & Leaks		●	○	◓	◓	◓	○	◓	●	*
Body Hardware		●	●	◓	●	●	●	●	●	*
Power Equip.		◓	●	○	○	◒	○	●	●	*
In-Car Electr.		○	◒	●	◓	●	●	◒	◓	*
USED CAR VERDICTS		○	○	●	◓	◓	◒	○	●	*
NEW CAR PREDICTION	NA									

PRICES

2006	-
2007	$8,400 - $12,900
2008	$9,500 - $14,500
2009	$10,300 - $21,000
2010	$12,700 - $21,700
2011	$14,900 - $26,000
2012	$17,100 - $28,400
2013	$19,400 - $31,900
2014	$20,700 - $34,400
2015	$24,100 - $38,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/◓	●/●
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	●/◓	●/●
2011	Good	○/○	●/●
2012	Good	○/○	●/●
2013	Good	○/○	●/●
2014	Good	○/○	●/●
2015	Good	●/●	●/●

Ford Escape

SPORT-UTILITY VEHICLE

If you have your heart set on the Escape, look for one built after 2009. A tip-up in the government rollover test for 2005-2007 models is a concern. For 2008 electronic stability control became standard on the non-hybrid Escapes, rectifying the problem. ESC became standard on all versions from 2009. First-generation models had sound handling and braking, impressive cabin space, and adequate acceleration with the optional 3.0-liter V6. Downsides include a stiff ride and noisy interior. Other engine choices included a 2.0-liter four-cylinder, and a Hybrid that arrived in 2005 and returned 26 mpg in our tests. The 2013 redesign brought agile and sporty handling and a composed ride, but also comes with the distracting MyFord Touch controls. **RELATED MODELS:** Mazda Tribute, Mercury Mariner.

REDESIGN/FRESHENING: 2001, 2008, 2013. **SAFETY EQUIPMENT:** ABS standard. Side and head protection air bags available, standard from 2008. ESC available from 2008, standard from 2009. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Escape								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	●	●	●	◓	●	●
Engine Minor	◒	◒	◒	◒	○	●	●	◓	●	●
Engine Cooling	◓	◓	●	●	●	●	●	◓	●	●
Trans. Major	◒	○	◒	○	◓	●	●	●	●	●
Trans. Minor	◒	◓	○	●	◒	○	◓	◓	●	●
Drive System	◒	●	◒	◓	○	◓	●	●	●	●
Fuel System	◓	◓	◓	○	◒	◓	●	●	●	●
Electrical	○	○	●	◓	●	●	●	●	●	●
Climate System	○	○	○	◒	●	○	○	◓	◓	●
Suspension	●	○	◒	◒	◒	○	◓	◓	●	●
Brakes	●	●	◒	◓	◓	◓	◓	◓	●	●
Exhaust	◓	●	●	●	◓	●	●	●	●	●
Paint/Trim	◒	◒	●	●	◒	○	◓	◓	●	●
Noises & Leaks	●	◓	○	◒	◒	◒	◒	○	◓	●
Body Hardware	◓	◓	◓	○	○	◓	●	◓	●	●
Power Equip.	◓	◓	◓	◓	○	◓	◓	◒	●	●
In-Car Electr.	○	○	◓	●	◓	◓	○	●	○	◓
USED CAR VERDICTS	◒	◒	◒	○	◒	○	○	●	○	◓
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$5,400 - $7,700
2007	$6,000 - $8,900
2008	$7,000 - $11,400
2009	$8,100 - $13,700
2010	$9,300 - $15,200
2011	$11,100 - $19,500
2012	$13,700 - $22,200
2013	$16,500 - $24,500
2014	$17,900 - $25,700
2015	$23,200 - $26,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	●/●
2007	Accept.	◓/◓	●/●
2008	Accept.	◓/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◒/◓	○/○
2012	Good	◒/◓	○/○
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Ford Expedition

SPORT-UTILITY VEHICLE

This full-sized, seven-passenger SUV is based on the Ford F-150 pickup truck. The redesigned 2003 model brought a lower floor for easier access and loading. It has a spacious and comfortable, if somewhat dated looking, interior. Both rows of rear seats are comfortable and spacious for three adults, a rarity in any SUV. The ride is steady and composed, and the Expedition feels relatively nimble for such a heavy vehicle. The 5,900-pound curb weight results in leisurely acceleration, and abysmal fuel economy in pre-2015 models with the 5.4-liter V8, but towing capacity is impressive. Ford freshened and improved it for 2007 when it received a six-speed automatic. **RELATED MODELS:** Lincoln Navigator.

REDESIGN/FRESHENING: 2003, 2007, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard from 2007. Head protection air bags and ESC available, standard from 2007. **DRIVE WHEELS:** Rear or permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Expedition								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	○	●	*	●	●	●	●	●	●
Engine Minor	◓	○	◓	*	◓	●	●	●	●	●
Engine Cooling	●	●	●	*	●	●	●	●	●	●
Trans. Major	◓	◓	●	*	●	●	●	●	●	●
Trans. Minor	●	○	◓	*	◒	◓	●	●	●	●
Drive System	◓	◓	○	*	◓	●	●	●	●	●
Fuel System	○	●	●	*	◓	●	◓	●	●	●
Electrical	●	●	●	*	●	●	●	●	●	●
Climate System	●	○	○	*	●	●	○	◓	●	●
Suspension	○	◓	●	*	○	●	◒	○	●	●
Brakes	●	◓	●	*	◓	◒	○	◓	●	◓
Exhaust	○	○	◓	*	●	●	●	●	●	●
Paint/Trim	●	●	●	*	●	◒	●	◓	●	●
Noises & Leaks	○	◓	◓	*	◓	●	◒	○	◓	●
Body Hardware	●	●	●	*	◒	◓	◒	●	●	●
Power Equip.	◓	○	○	*	○	○	◒	◓	○	●
In-Car Electr.	○	○	●	*	○	●	●	◒	●	○
USED CAR VERDICTS	○	○	○	*	○	○	◒	○	○	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$6,600 - $12,200
2007	$10,600 - $15,500
2008	$12,800 - $20,900
2009	$15,500 - $24,700
2010	$18,400 - $29,100
2011	$22,200 - $35,600
2012	$24,400 - $41,000
2013	$27,100 - $43,200
2014	$29,300 - $46,900
2015	$31,400 - $51,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	●/●	NT
2007	NT	●/●	NT
2008	NT	●/●	●/●
2009	NT	●/●	●/●
2010	NT	●/●	●/●
2011	NT	NT	NT
2012	NT	○/◓	●/●
2013	NT	○/◓	●/●
2014	NT	○/◓	●/●
2015	NT	●/●	●/●

Ford Explorer

SPORT-UTILITY VEHICLE

The Explorer was redesigned for 2006, bringing revised interior and exterior styling, but also some minor control design frustrations. While the ride and handling were better than the older, truck-like Explorers, this SUV wasn't particularly agile and the ride remained stiff. For 2011 the Explorer adopted a car-based platform, resulting in a steady, absorbent ride and versatile, well-finished interior. Handling is secure but not agile. The optional MyFord Touch control interface is distracting to use. The standard engine is a punchy 290-hp V6; turbocharged four- and six-cylinder engines are optional. **RELATED MODELS:** Ford Explorer Sport Trac, Lincoln Aviator, Mercury Mountaineer.

REDESIGN/FRESHENING: 2006, 2011. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard from 2006. Head protection air bags available, standard from 2008. ESC standard. **DRIVE WHEELS:** Rear; full-time 4WD or AWD. Front or AWD starting in 2011.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Explorer	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	●	✶	●	●	●	●	●	●
Engine Minor	○	●	●	✶	○	◓	●	●	●	●
Engine Cooling	◒	◓	○	✶	●	●	●	●	●	●
Trans. Major	●	●	○	✶	◓	●	●	●	●	●
Trans. Minor	●	●	●	✶	○	○	○	●	●	●
Drive System	●	◒	●	✶	●	○	◓	●	●	●
Fuel System	◓	◓	●	✶	◓	●	●	◓	●	●
Electrical	○	●	●	✶	●	●	●	●	●	●
Climate System	◒	●	○	✶	●	●	◓	◓	●	●
Suspension	◒	◓	◓	✶	◒	◒	◓	●	●	●
Brakes	◓	◓	◓	✶	○	◓	○	◓	●	●
Exhaust	○	○	●	✶	●	●	●	●	●	●
Paint/Trim	○	◓	●	✶	◓	●	◓	○	◓	◓
Noises & Leaks	○	○	○	✶	○	●	◒	◓	○	◓
Body Hardware	◒	○	●	✶	●	○	◓	●	●	●
Power Equip.	◓	○	○	✶	○	○	◒	◓	◓	●
In-Car Electr.	○	◓	●	✶	○	●	●	◒	●	●
USED CAR VERDICTS	◒	○	○	✶	◒	●	◒	○	○	◓
NEW CAR PREDICTION	Average ○									

PRICES

2006	$5,300 - $9,700
2007	$8,100 - $11,900
2008	$9,200 - $14,600
2009	$10,500 - $17,400
2010	$12,700 - $19,600
2011	$18,100 - $27,600
2012	$20,200 - $29,800
2013	$23,100 - $37,500
2014	$24,700 - $38,500
2015	$26,800 - $40,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/●	●/●
2013	Good	◓/●	●/●
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Ford Explorer Sport Trac

PICKUP TRUCK

Based on the Explorer, the Sport Trac was a four-door pickup with a five-passenger cabin and a small cargo bed. Handling was secure and relatively responsive, but the ride was stiff, choppy, and uncomfortable. Its 4.0-liter V6 provided adequate acceleration. The cargo box is relatively short, but an optional bed extender stretched the usable load floor to the end of the tailgate. A power rear window was a nice touch. The pre-2007 two-wheel-drive model tipped up in a government rollover test. The 2007 redesign brought standard ESC and independent rear suspension, but only modest improvements to the ride and handling. 2010 was the final year. **RELATED MODELS:** Ford Ranger, Mazda B-Series.

REDESIGN/FRESHENING: 2001, 2007. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available, standard from 2008. Side air bags and ESC standard from 2007. **DRIVE WHEELS:** Rear or part-time 4WD until 2005. Rear or permanent 4WD from 2007.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Explorer Sport Trac	06	07	08	09	10	11	12	13	14	15
Engine, Major		●	✶	✶	✶					
Engine Minor		●	✶	✶	✶					
Engine Cooling		◓	✶	✶	✶					
Trans. Major		◓	✶	✶	✶					
Trans. Minor		●	✶	✶	✶					
Drive System		◒	✶	✶	✶					
Fuel System		○	✶	✶	✶					
Electrical		○	✶	✶	✶					
Climate System		◒	✶	✶	✶					
Suspension		○	✶	✶	✶					
Brakes		○	✶	✶	✶					
Exhaust		◓	✶	✶	✶					
Paint/Trim		◓	✶	✶	✶					
Noises & Leaks		◒	✶	✶	✶					
Body Hardware		◓	✶	✶	✶					
Power Equip.		◒	✶	✶	✶					
In-Car Electr.		●	✶	✶	✶					
USED CAR VERDICTS		○	✶	✶	✶					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$12,700 - $14,800
2008	$14,800 - $18,100
2009	$16,400 - $21,300
2010	$18,700 - $25,200
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Ford F-150

PICKUP TRUCK

The F-150 is Ford's bread-and-butter full-sized pickup. 2004 brought a redesigned F-150 that featured improvements to the ride and handling and better noise isolation. Crash-test results improved significantly. But braking performance was just adequate in our tests, and the powertrain wasn't very smooth. The old design continued in 2004 as the Heritage. Freshened in 2009, the F-150 gained standard ESC and a six-speed automatic transmission. Handling was secure and braking performance vastly improved. 2011 brought new engines (two V6s and two V8s), some steering improvement, and minor interior upgrades. A redesigned F-150 arrived for 2015, with an aluminum body that saved 700 pounds for better fuel economy.

REDESIGN/FRESHENING: 2004, 2009, 2015. **SAFETY EQUIPMENT:** ABS standard. ESC, side and curtain air bags standard from 2009. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford F-150	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	◓	●	●	◓	●	●	●	●
Engine Minor	◓	◓	◓	◓	●	●	◓	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	◓	●	○	●	●	●	●	●	●	●
Trans. Minor	◓	○	◓	●	●	◒	◓	●	●	●
Drive System	○	●	○	◓	○	○	○	◓	●	●
Fuel System	◓	◓	◓	◓	●	●	●	◓	●	●
Electrical	●	◒	◓	●	●	◓	●	●	●	●
Climate System	●	○	◒	●	●	◒	◓	●	●	●
Suspension	◓	◓	○	○	○	○	●	●	●	●
Brakes	○	○	●	○	○	◒	◓	○	●	●
Exhaust	◓	◓	◓	●	◓	●	●	●	●	●
Paint/Trim	◒	◒	○	◒	◓	●	◓	●	●	●
Noises & Leaks	◓	◓	◓	◒	○	◓	◓	◓	◓	●
Body Hardware	○	◓	◓	◓	◓	◓	◓	●	●	●
Power Equip.	◓	◓	◓	◓	○	◓	◓	●	●	●
In-Car Electr.	●	◓	◓	●	◓	●	◓	○	◓	●
USED CAR VERDICTS	◓	○	○	○	○	◒	◒	○	○	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$6,500 - $17,000
2007	$8,200 - $20,800
2008	$10,500 - $24,100
2009	$11,600 - $26,800
2010	$13,200 - $38,700
2011	$15,400 - $44,200
2012	$17,500 - $49,000
2013	$20,600 - $54,000
2014	$22,700 - $59,200
2015	$28,500 - $56,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	NT
2007	Good	●/●	NT
2008	Good	●/●	NT
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/○	●/●
2012	Good	◓/○	●/●
2013	Good	◓/○	●/●
2014	Good	◓/○	●/●
2015	Good	●/●	●/●

Ford Fiesta

SMALL CAR

The subcompact Fiesta is about the size of a Honda Fit on the outside, but much less spacious inside. It's offered in sedan and four-door hatchback bodystyles, and it drives nicely, with agile handling and a supple, controlled ride. Wind, road, and engine noise are well suppressed. Interior fit and finish and equipment level are impressive for a vehicle in this class, with soft-touch dash materials and optional features like the MyFord Touch multimedia system. However, the rear seat is extremely cramped. The automatic is a six-speed automated manual. In our tests the Fiesta feels slow, but fuel economy is excellent. The sporty ST version is a blast to drive with its turbo four-cylinder and manual transmission. The manual-only turbo three-cylinder SFE version is aimed at maximizing fuel economy.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Fiesta	06	07	08	09	10	11	12	13	14	15
Engine, Major						●	●	●	●	*
Engine Minor						◓	◓	○	●	*
Engine Cooling						●	●	●	●	*
Trans. Major						●	●	●	●	*
Trans. Minor						●	●	●	●	*
Drive System						○	●	◓	○	*
Fuel System						○	●	●	◓	*
Electrical						●	●	●	●	*
Climate System						○	○	●	◓	*
Suspension						◒	○	●	●	*
Brakes						○	○	●	●	*
Exhaust						●	●	●	●	*
Paint/Trim						◓	○	◓	●	*
Noises & Leaks						○	◒	●	◓	*
Body Hardware						●	◓	●	●	*
Power Equip.						◓	●	○	◓	*
In-Car Electr.						○	○	○	◓	*
USED CAR VERDICTS						●	●	●	●	*
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$7,700 - $10,200
2012	$8,600 - $11,100
2013	$9,600 - $13,600
2014	$10,900 - $19,900
2015	$14,300 - $21,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	●/◓	◓/●
2012	Good	●/◓	◓/●
2013	Good	●/◓	◓/●
2014	Good	●/◓	◓/◒
2015	Good	●/◓	◓/◒

Ford Flex

SPORT-UTILITY VEHICLE

Based on the Taurus platform, the Flex SUV combines minivan-like versatility with almost car-like driving dynamics. The vast cabin seats seven adults comfortably. The second-row seats are about the most spacious you'll find, and rear-seat sunroofs let in lots of light. The standard 3.5-liter V6 mated to a six-speed automatic transmission isn't the most refined powertrain, but it pulls well and gets 17 mpg overall. The optional EcoBoost V6 delivers effortless power and the same fuel economy. The ride is comfortable and quiet, and the Flex has very good fit and finish. Among our gripes is that the driver's foot well is a little cramped from the left, the MyFord Touch control interface is complicated and distracting, and the cockpit feels narrow.

REDESIGN/FRESHENING: 2009, 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Flex								
	06	07	08	09	10	11	12	13	14	15
Engine, Major				●	●	●	●	●	●	*
Engine Minor				●	●	●	●	●	●	*
Engine Cooling				◓	●	●	●	●	●	*
Trans. Major				●	●	●	●	●	●	*
Trans. Minor				○	●	○	●	●	●	*
Drive System				○	◓	●	●	●	◓	*
Fuel System				○	●	●	◓	◓	●	*
Electrical				●	●	●	●	●	●	*
Climate System				◒	●	●	◓	●	●	*
Suspension				○	◒	●	●	●	●	*
Brakes				●	●	●	○	●	◓	*
Exhaust				●	●	●	●	●	●	*
Paint/Trim				●	●	●	●	○	●	*
Noises & Leaks				◒	○	●	○	◓	●	*
Body Hardware				◒	◓	●	●	○	●	*
Power Equip.				●	◓	●	○	●	●	*
In-Car Electr.				◓	○	◒	●	●	○	*
USED CAR VERDICTS				○	○	○	●	○	◓	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	$12,000 - $18,500
2010	$13,600 - $23,400
2011	$15,800 - $27,200
2012	$19,100 - $29,400
2013	$21,400 - $32,300
2014	$23,700 - $34,600
2015	$28,200 - $38,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Ford Focus

SMALL CAR

Introduced in 2000, the original Focus was nimble and fun to drive, with quick and communicative steering and a comfortable ride. It had lots of interior room and easy access. But performance and fuel economy were only average. Body styles included a sedan, a roomy wagon, and a hatchback. Without its optional side air bags, the Focus received a Poor in the IIHS side-crash test. Following a 2008 freshening, handling wasn't as crisp, interior quality was not as good, and the cabin was noisier. A coupe version arrived in 2008. Another redesign in 2012 brought sportier handling and a nicer interior but a tight rear seat in both four-door sedan and hatchback body styles. All-electric Focus EV and sporty ST versions are also available.

REDESIGN/FRESHENING: 2000, 2012. **SAFETY EQUIPMENT:** ABS and side air bags available. ESC available 2009; standard from 2010. Side and head protection air bags standard from 2008.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Focus								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	◓
Engine Minor	◒	○	◓	◓	●	●	◓	●	●	◓
Engine Cooling	●	◓	○	●	●	●	●	●	●	●
Trans. Major	◒	○	●	◓	●	○	●	●	○	●
Trans. Minor	○	○	●	●	◓	◒	●	●	●	●
Drive System	◓	◓	●	◓	◓	●	◓	○	●	●
Fuel System	●	○	●	●	●	●	●	●	●	●
Electrical	◓	○	◓	◓	●	●	●	●	●	●
Climate System	◓	○	◒	●	○	●	●	●	●	●
Suspension	◒	◒	○	○	●	◒	◓	◓	◓	●
Brakes	●	○	○	◓	○	●	◓	●	●	●
Exhaust	○	◓	●	●	●	●	●	●	●	●
Paint/Trim	○	◓	◓	◓	●	○	◓	◓	◓	●
Noises & Leaks	●	●	◒	●	◒	○	◒	◓	●	●
Body Hardware	○	◓	○	◓	●	●	●	●	●	●
Power Equip.	◒	◓	◓	◓	◓	●	◓	○	●	●
In-Car Electr.	◒	○	●	◓	◓	◓	◒	◒	◓	●
USED CAR VERDICTS	○	○	◓	◓	◓	○	●	●	●	○
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$3,100 - $5,200
2007	$3,600 - $5,600
2008	$5,500 - $7,400
2009	$6,100 - $8,600
2010	$7,200 - $9,700
2011	$8,000 - $10,300
2012	$9,900 - $14,700
2013	$11,400 - $19,900
2014	$12,600 - $21,000
2015	$15,800 - $22,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	○/◓
2007	Good	●/◓	○/◓
2008	Good	◓/◓	●/◓
2009	Good	◓/◓	●/◓
2010	Good	◓/◓	●/◓
2011	Good	NT	NT
2012	Good	●/◓	◓/●
2013	Good	●/◓	◓/●
2014	Good	●/◓	◓/●
2015	Good	●/◓	●/●

Ford Fusion

FAMILY CAR

One of the best family sedans, the midsized Fusion has a firm and controlled ride, and alert and responsive handling. The turning circle, however, is wide. The optional leather seats offer better support than the standard cloth seats. The 2.3-liter, four-cylinder engine delivered adequate performance and averaged 23 mpg in our tests but it's noisy. The 3.0-liter V6 offers more zip, averaged 20 mpg, and uses a smooth six-speed automatic. A Hybrid version was added for 2010, which got 34 mpg overall in our tests. A 2013 redesign brought turbo and non-turbo four-cylinder engines and a more solid and upscale feel, with a supple ride, a quiet cabin, and handling rivaling a European sports sedan. **RELATED MODELS:** Lincoln Zephyr/MKZ, Mercury Milan.

REDESIGN/FRESHENING: 2006, 2010, 2013. **SAFETY EQUIPMENT:** ABS available, standard from 2009. Side and head protection air bags available, standard from 2007. ESC available in 2009, standard from 2010. **DRIVE WHEELS:** Front. AWD available from 2007.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Fusion

	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	●	●	●	●	●	●	●	●
Engine Minor	○	◓	◓	◓	◓	●	●	◓	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	◓	◓	●	●	◓	●	●	●	●	●
Trans. Minor	●	●	●	●	○	◓	●	●	●	●
Drive System	◓	○	◓	●	◓	●	●	●	●	●
Fuel System	●	◓	◓	●	◒	◓	◓	◓	●	●
Electrical	◓	●	●	●	●	●	●	●	●	●
Climate System	●	○	◓	●	●	◓	◓	◓	●	●
Suspension	◓	◓	◓	◓	◓	◒	◓	◓	●	●
Brakes	◓	○	●	◒	○	◓	◓	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	●	○	◓	●	●	●	●	○	●	●
Noises & Leaks	◓	◓	◓	●	●	◓	◓	◓	◓	●
Body Hardware	○	○	○	◓	◓	◓	●	◓	●	●
Power Equip.	◓	◓	●	●	○	○	○	○	●	●
In-Car Electr.	○	○	◒	●	○	◓	◓	●	◓	●
USED CAR VERDICTS	◓	◓	◓	●	○	○	◓	◒	◓	●
NEW CAR PREDICTION	Average ○									

PRICES

2006	$3,900 - $5,900
2007	$4,500 - $7,300
2008	$5,600 - $8,700
2009	$6,700 - $10,000
2010	$8,100 - $13,500
2011	$9,600 - $15,100
2012	$11,600 - $18,000
2013	$14,300 - $24,300
2014	$15,800 - $27,500
2015	$18,100 - $28,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	◓/◓
2007	Good	◓/◓	●/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	◓/○	●/○
2012	Good	◓/○	●/○
2013	Good	●/◓	○/●
2014	Good	●/◓	○/●
2015	Good	●/◓	○/●

Ford Mustang

SPORTS/SPORTY CAR

Before its 2005 makeover, Ford's iconic Mustang handled steadily on smooth roads but bounced and stepped to the side on bumpy surfaces. It had strong V6 and V8 engines, but only the more powerful Cobra model had an independent rear suspension. The 2005 redesign took retro styling cues from past Mustangs, and brought driving dynamics into the modern era. Handling is nimble and forgiving but the ride is still stiff-not unusual for a sports car. The fit and finish of the interior remained unimpressive. A freshening in 2010 brought more refined handling, upgraded interior materials, and standard electronic stability control. Another redesign for 2015 added a nicer interior, an independent rear suspension, and a turbocharged four-cylinder along with V6 and V8 engines.

REDESIGN/FRESHENING: 2005, 2011, 2015. **SAFETY EQUIPMENT:** ABS available. Side air bags available, standard from 2008. ESC standard from 2010. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Mustang

	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	○	●	●	●	●	●	●
Engine Cooling	◓	◓	●	○	●	●	●	●	●	●
Trans. Major	●	◒	◓	●	●	●	●	●	●	●
Trans. Minor	○	○	●	●	●	◓	○	◓	●	●
Drive System	●	●	●	○	●	◓	◓	◓	◓	◓
Fuel System	◓	●	●	●	◓	●	●	◓	●	●
Electrical	◒	●	●	●	●	●	●	●	●	●
Climate System	●	○	◓	○	◒	●	○	◓	●	●
Suspension	○	◓	●	○	○	◓	●	○	●	●
Brakes	●	○	○	●	○	●	◓	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	○	◒	○	●	●	●	◒	◓	◓	●
Noises & Leaks	○	◒	●	●	◓	◒	○	◒	○	○
Body Hardware	○	◒	●	●	○	○	●	◓	◓	◓
Power Equip.	◓	●	●	◓	●	○	◓	◓	◓	●
In-Car Electr.	○	◓	●	○	◓	◓	●	◓	◓	●
USED CAR VERDICTS	◓	○	●	○	◓	○	◒	●	○	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$7,500 - $11,900
2007	$8,400 - $25,700
2008	$9,500 - $29,400
2009	$10,600 - $32,300
2010	$13,700 - $36,200
2011	$15,300 - $40,500
2012	$17,000 - $47,300
2013	$19,000 - $54,700
2014	$21,100 - $63,400
2015	$25,400 - $43,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	◓/NA
2007	Accept.	●/●	◓/NA
2008	Accept.	●/●	●/◓
2009	Accept.	●/●	●/◓
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/●	●/○
2013	Good	◓/●	●/○
2014	Good	◓/●	●/○
2015	Good	●/●	●/◓

Ford Ranger

PICKUP TRUCK

As is the case with many small pickups, the Ranger's ride is stiff and choppy. We found the 4.0-liter V6 rough and not particularly powerful or efficient. Handling is clumsy, and when unloaded, the rear wheels can step out on bumpy corners or washboard roads. An extended cab provides extra interior room for luggage; however, even children won't be happy in the small jump seats. Extended-cab versions offered four doors starting in 1998. The narrow cabin is noisy inside and has rudimentary levels of comfort and fit and finish. 2011 was the Ranger's last year. **RELATED MODELS:** Mazda B-Series.

REDESIGN/FRESHENING: 1998. **SAFETY EQUIPMENT:** ABS standard. ESC and side air bags standard from 2010. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Ranger

	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	●	●				
Engine Minor	◓	●	●	◓	◓	●				
Engine Cooling	◓	●	●	●	○	●				
Trans. Major	◓	●	●	●	●	●				
Trans. Minor	◓	◒	◓	●	●	●				
Drive System	●	◓	●	◓	◓	◓				
Fuel System	○	●	○	◓	●	●				
Electrical	○	●	◓	◓	○	●				
Climate System	◓	◒	●	●	●	◒				
Suspension	◒	◓	◓	●	●	○				
Brakes	◓	◒	◓	●	◒	●				
Exhaust	●	●	●	●	●	◓				
Paint/Trim	○	○	○	◓	○	●				
Noises & Leaks	◓	◓	◓	◓	○	●				
Body Hardware	◓	◓	○	◓	◓	●				
Power Equip.	●	●	●	○	◓	◓				
In-Car Electr.	●	◓	●	●	●	●				
USED CAR VERDICTS	○	◓	◓	●	○	◓				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,100 - $10,600
2007	$7,200 - $12,800
2008	$8,300 - $13,300
2009	$9,600 - $16,100
2010	$10,900 - $18,000
2011	$13,200 - $19,700
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	◓/NA
2007	Accept.	●/◓	◓/NA
2008	Accept.	●/◓	◓/NA
2009	Accept.	●/◓	◓/NA
2010	Accept.	●/◓	●/NA
2011	Accept.	◒/◒	●/NA
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Ford Taurus

LARGE SEDAN

The pre-2010 Taurus had a firm ride and sound, but not agile, handling. The interior is roomy, comfortable, and quiet, and the 3.5-liter V6 was smooth and strong. On the downside, braking was unimpressive in our tests. The redesigned 2010 Taurus grew larger, but has a snug interior. Small windows and thick pillars add to the claustrophobic feel, the driving position is awkward, and the car isn't very agile. At least the cabin is quiet and the ride is smooth. Power and fuel economy are decent from the standard 3.5-liter V6. A 2.0-liter, turbo four-cylinder improves fuel economy. The SHO has a strong twin-turbo V6 and AWD, but lacks truly sporting reflexes. The 2013 freshening brought a revised V6, but also included the frustrating MyFord Touch infotainment system.

REDESIGN/FRESHENING: 2000, 2008, 2010, 2013. **SAFETY EQUIPMENT:** ABS available, standard from 2008. Side air bags available; side and head protection air bags standard from 2008. ESC available in 2008, standard from 2009. **DRIVE WHEELS:** Front. AWD available starting in 2008.

RELIABILITY HISTORY

TROUBLE SPOTS — Ford Taurus

	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	◓	●	●	●	●	*
Engine Minor	●	●	◓	●	●	●	●	●	●	*
Engine Cooling	●	●	●	●	●	●	●	●	●	*
Trans. Major	○	○	●	●	●	●	●	●	●	*
Trans. Minor	○	◓	●	●	○	◓	●	●	●	*
Drive System	●	○	◓	●	○	◓	●	●	●	*
Fuel System	●	◒	●	●	●	◓	●	○	●	*
Electrical	●	●	●	●	●	●	●	●	●	*
Climate System	○	●	●	●	●	◒	◓	◓	●	*
Suspension	○	○	○	◒	○	◓	◒	◓	●	*
Brakes	○	●	○	◓	●	●	◓	◓	●	*
Exhaust	●	◓	●	●	●	●	●	●	●	*
Paint/Trim	●	◒	○	●	◒	○	●	◓	◓	*
Noises & Leaks	◒	◓	◓	◓	◓	○	●	◓	◓	*
Body Hardware	◒	○	●	◓	◓	○	○	○	●	*
Power Equip.	○	◓	◓	●	○	◓	◓	◓	○	*
In-Car Electr.	◓	○	◒	○	○	●	○	●	◓	*
USED CAR VERDICTS	○	○	○	●	◒	◒	○	○	○	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	$3,700 - $4,100
2007	$4,200 - $4,600
2008	$5,400 - $9,600
2009	$6,300 - $11,500
2010	$11,500 - $19,600
2011	$13,000 - $22,500
2012	$14,500 - $25,600
2013	$16,200 - $28,700
2014	$17,600 - $31,400
2015	$26,200 - $32,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	○/○
2007	Good	◓/●	○/○
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

GMC Acadia

SPORT-UTILITY VEHICLE

The Acadia is one of GM's trio of car-based SUVs that have three rows of seats and seating for seven or eight. It uses a 3.6-liter, V6 engine that produces 275 hp. Mated to a six-speed automatic transmission, they combine to make a smooth and refined powertrain, but the transmission is sometimes reluctant to downshift. Later versions have improved transmission tuning. Expect about 16 mpg overall. The Acadia is available with front- or all-wheel drive. The ride is comfortable, the handling is responsive, and the interior is quiet. The third-row seats are roomy enough to accommodate three adults, especially when the second row is moved forward. A 2013 redesign brought an upgraded interior with an improved infotainment system and a new center air bag between the front seats. **RELATED MODELS:** Buick Enclave, Chevrolet Traverse, Saturn Outlook.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — GMC Acadia	06	07	08	09	10	11	12	13	14	15
Engine, Major	◒	●	●	◒	◓	●	●	●	●	●
Engine Minor	○	◒	●	○	○	◓	◓	●	●	●
Engine Cooling	●	○	●	◒	○	●	●	●	●	●
Trans. Major	●	●	◒	◓	●	●	●	●	●	●
Trans. Minor	●	●	●	○	◓	●	◓	◓	◓	●
Drive System	●	●	◒	◒	○	●	●	●	●	●
Fuel System	○	○	◓	○	●	○	●	●	●	●
Electrical	◓	●	●	○	●	●	●	●	●	●
Climate System	●	●	●	●	●	○	●	◓	●	●
Suspension	●	●	●	●	●	○	●	●	●	●
Brakes	●	○	●	○	○	◒	◓	◓	◓	●
Exhaust	◓	◓	◓	◓	●	●	●	●	●	●
Paint/Trim	●	◓	●	◓	◓	◓	◓	◓	◓	●
Noises & Leaks	●	●	◓	●	●	●	◓	○	○	●
Body Hardware	●	○	○	◓	◓	◓	◓	●	●	◓
Power Equip.	●	◒	◒	●	●	○	◓	◓	●	●
In-Car Electr.	●	●	◒	○	○	○	●	◓	●	●
USED CAR VERDICTS	●	●	●	●	●	●	◒	◒	◒	●
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	$10,600 - $13,900
2008	$11,700 - $15,400
2009	$13,500 - $16,700
2010	$15,000 - $21,000
2011	$18,200 - $31,600
2012	$21,000 - $36,800
2013	$26,500 - $41,400
2014	$29,900 - $44,600
2015	$31,800 - $44,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

GMC Canyon

PICKUP TRUCK

The compact Canyon has an unsettled ride, and the body quivers constantly. Handling is sound but unexceptional, and the 48-foot turning circle makes parking maneuvers a chore. The optional four-wheel-drive system is part-time only. Until 2009, the Canyon offered only crude and noisy four- and five-cylinder engines. Then a smooth and powerful V8 was added. Updates for 2009 also included standard electronic stability control as well as the 300-hp V8. The Canyon was dropped after 2012. A new model arrived in late 2014 which offered a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. **RELATED MODELS:** Chevrolet Colorado.

REDESIGN/FRESHENING: 2004, 2015. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available from 2004, standard from 2010. ESC standard from 2009. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS — GMC Canyon	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	○	*	*	*	●			●
Engine Minor	◓	●	◒	*	*	*	●			●
Engine Cooling	◓	●	◓	*	*	*	●			●
Trans. Major	●	◓	◓	*	*	*	●			●
Trans. Minor	◓	●	◓	*	*	*	●			○
Drive System	●	○	●	*	*	*	◓			◓
Fuel System	●	●	●	*	*	*	●			●
Electrical	◓	●	◓	*	*	*	●			●
Climate System	○	◓	○	*	*	*	●			○
Suspension	●	●	◓	*	*	*	◓			◓
Brakes	●	●	●	*	*	*	◓			●
Exhaust	●	○	◓	*	*	*	●			●
Paint/Trim	○	◓	●	*	*	*	●			●
Noises & Leaks	◓	◓	●	*	*	*	◓			○
Body Hardware	●	●	●	*	*	*	●			●
Power Equip.	○	◒	●	*	*	*	◓			●
In-Car Electr.	◒	●	○	*	*	*	◓			○
USED CAR VERDICTS	○	◓	◒	*	*	*	●			●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$5,500 - $13,500
2007	$6,300 - $14,900
2008	$7,300 - $16,400
2009	$8,300 - $17,800
2010	$9,500 - $19,000
2011	$11,300 - $21,300
2012	$13,700 - $24,100
2013	-
2014	-
2015	$27,700 - $40,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	◓/●
2007	Accept.	●/●	◓/●
2008	Accept.	●/●	◓/●
2009	Accept.	●/●	◓/●
2010	Accept.	●/●	○/●
2011	Accept.	NT	NT
2012	Accept.	NT	NT
2013	—	—	—
2014	—	—	—
2015	Good	NT	NT

GMC Envoy

SPORT-UTILITY VEHICLE

The Envoy is a five-passenger SUV that also came in extended seven-passenger version as well as a versatile cargo wagon called the Envoy XUV, with a sliding rear roof to haul tall cargo. The Envoy's ride is compliant, and the six-cylinder engine is powerful but only returned 15 mpg in our testing. A V8 is also available. The Envoy corners clumsily, with lots of body lean. A stability-control system was standard starting in 2006 and it made emergency handling more secure. The front seats aren't comfortable and the seat-mounted safety belts are annoying. The Envoy was discontinued after 2009. **RELATED MODELS:** Chevrolet TrailBlazer, Buick Rainier, Isuzu Ascender, Saab 9-7X.

REDESIGN/FRESHENING: 2002. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available, standard from 2008. ESC standard. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS — GMC Envoy	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	●	*						
Engine Minor	○	●	◓	*						
Engine Cooling	○	◓	●	*						
Trans. Major	○	◓	●	*						
Trans. Minor	○	○	◓	*						
Drive System	●	●	●	*						
Fuel System	●	◒	○	*						
Electrical	◓	●	●	*						
Climate System	●	●	◒	*						
Suspension	○	◒	●	*						
Brakes	◓	◓	○	*						
Exhaust	●	●	●	*						
Paint/Trim	○	◓	◓	*						
Noises & Leaks	◓	○	◓	*						
Body Hardware	○	◓	◓	*						
Power Equip.	●	◓	○	*						
In-Car Electr.	●	◒	○	*						
USED CAR VERDICTS	◒	○	○	*						
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,000 - $10,900
2007	$6,900 - $11,600
2008	$7,800 - $13,600
2009	$9,500 - $15,900
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	○/◓	●/●
2007	Accept.	○/◓	●/●
2008	Accept.	○/◓	●/●
2009	Accept.	○/◓	●/●
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

GMC Sierra 1500

PICKUP TRUCK

GMC's 2000-2006 full-size Sierra has powerful, efficient engines and an inviting interior, but expect a stiff, choppy ride. A 2007 redesign brought more responsive handling and improvements to the ride, but the powertrains still aren't as refined as some competitors'. High-end interiors have attractive fit and finish, and all have simple controls. Fuel economy from the 5.3-liter V8 and six-speed automatic are decent, and its crash test scores improved. Cabin access is easy and towing and payload capacities generous. Another redesign for 2014 brought a more spacious cabin that is nearly as quiet as a luxury car's. Fuel economy is an impressive 16 mpg, but the new truck feels sluggish. **RELATED MODELS:** Chevrolet Silverado 1500.

REDESIGN/FRESHENING: 2007, 2014. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags and ESC available from 2007, standard from 2010. Side air bags standard from 2010. **DRIVE WHEELS:** Rear or part-time 4WD. Selectable 4WD available; AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS — GMC Sierra 1500	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	◓	◒	○	●	●	●	●	●
Engine Minor	◓	◓	○	◒	◒	●	●	●	●	●
Engine Cooling	◓	●	●	◓	●	●	●	●	●	●
Trans. Major	◓	◓	●	◓	●	●	●	●	●	●
Trans. Minor	○	○	◓	◓	○	●	●	●	◓	◓
Drive System	○	○	◒	○	○	◓	●	◓	◓	◓
Fuel System	◓	○	●	●	○	●	●	●	●	●
Electrical	◓	◓	◓	●	◓	●	●	●	●	●
Climate System	○	◓	●	○	●	●	●	●	●	●
Suspension	○	○	○	○	◓	◓	◓	●	●	●
Brakes	◒	○	◒	○	●	●	●	●	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	○	◒	●	◓	◒	◓	◓	◓	●	◓
Noises & Leaks	○	◓	○	◓	◓	◓	○	○	○	◓
Body Hardware	◓	◓	○	◓	◓	◓	◓	◓	●	●
Power Equip.	○	○	●	○	◓	◓	◓	●	●	●
In-Car Electr.	◓	◒	●	○	◓	◓	◓	●	○	○
USED CAR VERDICTS	○	○	◒	◒	○	◓	○	◓	◒	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$8,400 - $15,900
2007	$9,400 - $20,800
2008	$10,700 - $26,800
2009	$11,600 - $30,100
2010	$14,300 - $32,200
2011	$15,900 - $34,500
2012	$18,100 - $37,100
2013	$20,300 - $40,900
2014	$23,600 - $47,400
2015	$29,600 - $53,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Marg.	◓/○	NT
2007	Marg.	◓/○	NT
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	NT
2011	Good	◓/◓	●/●
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

GMC Terrain

SPORT-UTILITY VEHICLE

The Terrain is GMC's entry in the small to midsized SUV segment. It is a sibling of the redesigned 2010 Chevrolet Equinox but with more angular styling. The Terrain features a direct-injection 2.4-liter, four-cylinder engine that returned 21 mpg overall in our tested Equinox. It is also available with a 3.0-liter V6 that is more refined and returned 18 mpg overall in our testing. We found the V6 model had better steering feel, and the ride in both was taut and steady. The roomy rear seat is comfortable for adults. With either engine, the transmission is reluctant to downshift at times. A backup camera is standard and handy to have. **RELATED MODELS:** Chevrolet Equinox.

REDESIGN/FRESHENING: 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS (GMC Terrain)	06	07	08	09	10	11	12	13	14	15
Engine, Major					●	◒	○	○	○	○
Engine Minor					●	◒	◓	○	○	○
Engine Cooling					◓	○	○	○	○	○
Trans. Major					◓	○	○	○	○	○
Trans. Minor					○	◓	○	○	○	○
Drive System					◒	◓	○	○	○	○
Fuel System					●	○	○	○	○	○
Electrical					○	◓	○	○	○	○
Climate System					●	◒	◓	○	○	◓
Suspension					◓	◓	○	○	○	○
Brakes					○	◓	○	○	○	○
Exhaust					◒	○	○	○	○	○
Paint/Trim					◒	◓	◓	○	○	○
Noises & Leaks					○	○	◓	◓	◓	○
Body Hardware					◓	◓	◓	○	○	○
Power Equip.					○	◓	◓	◓	○	○
In-Car Electr.					●	○	○	○	○	◓
USED CAR VERDICTS					●	●	◓	○	◓	○
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$13,400 - $17,900
2011	$15,700 - $20,200
2012	$17,100 - $21,500
2013	$19,100 - $27,100
2014	$22,400 - $31,600
2015	$24,200 - $33,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	○/○	○/○
2011	Good	○/◓	◓/○
2012	Good	○/◓	◓/○
2013	Good	○/◓	◓/○
2014	Good	○/◓	◓/○
2015	Good	○/◓	◓/○

GMC Yukon

SPORT-UTILITY VEHICLE

This twin of the Chevrolet Tahoe shares a platform with the other full-sized GM trucks. It has strong, fuel efficient engines, and a more comfortable ride. ESC was offered starting with 2003 models, preventing tip-ups in government rollover tests. The 2007 redesign brought a better ride and steering, and a significantly improved interior. The third-row seats lack thigh support and don't fold flat into the floor, eating up cargo room. The powertrain we tested, a 5.3-liter V8 and six-speed automatic, was strong enough but unrefined. Controls are mostly simple, but some are tiny and too far from the driver. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Top-trim Denali versions offer a larger V8 and plusher interior furnishings. **RELATED MODELS:** Cadillac Escalade, Chevrolet Tahoe.

REDESIGN/FRESHENING: 2000, 2007, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bags available until 2006. ESC standard. Head protection air bags available in 2007, standard from 2008. **DRIVE WHEELS:** Rear or selectable 4WD; AWD.

RELIABILITY HISTORY

TROUBLE SPOTS (GMC Yukon)	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	○	○	◓	○	○	○	○	○	○
Engine Minor	○	○	◒	◓	◓	○	○	○	○	○
Engine Cooling	○	○	○	○	○	○	○	○	○	○
Trans. Major	○	◒	○	◓	○	○	○	○	○	○
Trans. Minor	◓	◓	◓	○	◓	◓	○	○	○	○
Drive System	○	◒	○	◓	○	◓	○	◓	○	○
Fuel System	●	◒	●	○	○	○	○	○	○	○
Electrical	○	○	○	○	○	○	○	○	○	○
Climate System	◓	○	◓	●	○	◓	○	○	○	◓
Suspension	○	◓	◓	◓	◒	◓	◓	○	○	◓
Brakes	◓	◒	◓	◓	◓	◓	◓	○	○	○
Exhaust	○	○	○	○	○	○	○	○	○	○
Paint/Trim	○	◒	●	●	◓	◓	◓	◓	○	◓
Noises & Leaks	◒	○	◒	◒	○	○	◓	○	●	○
Body Hardware	○	◒	●	◒	○	○	○	○	○	◓
Power Equip.	◒	○	●	○	○	○	◓	○	○	◒
In-Car Electr.	○	◒	●	◓	○	○	○	○	○	○
USED CAR VERDICTS	○	○	○	○	◓	○	○	◓	◓	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$8,300 - $12,800
2007	$14,400 - $18,700
2008	$17,100 - $23,000
2009	$20,800 - $28,300
2010	$22,900 - $31,600
2011	$25,000 - $34,200
2012	$27,200 - $41,800
2013	$31,000 - $46,100
2014	$34,300 - $50,100
2015	$41,900 - $67,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/◓	NT
2007	NT	○/○	○/○
2008	NT	○/○	○/○
2009	NT	○/○	○/○
2010	NT	○/○	NT
2011	NT	○/◓	○/○
2012	NT	○/◓	○/○
2013	NT	○/◓	○/○
2014	NT	○/◓	○/○
2015	NT	○/○	○/○

GMC Yukon XL

SPORT-UTILITY VEHICLE

The Yukon XL is a clone of the Chevy Suburban. It can seat up to nine people and haul massive cargo loads or tow a 10,000-pound trailer. The Yukon XL handles commendably and its brakes work well. It also has a well-controlled ride. ESC arrived in 2003. The 2007 redesign brought more agility and better steering and brakes, and a more responsive six-speed automatic transmission. The interior was also significantly upgraded, but the third-row seats lack thigh support and don't fold into the floor. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Top-trim Denali versions offer a stronger V8 and plusher interior finishes. **RELATED MODELS:** Chevrolet Suburban.

REDESIGN/FRESHENING: 2000, 2007, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bags available until 2006. ESC standard. Head protection air bags available in 2007, standard from 2008. **DRIVE WHEELS:** Rear or selectable 4WD; AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS: GMC Yukon XL	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	◓	●	●	●	●	●
Engine Minor	○	●	●	●	◓	●	●	●	●	○
Engine Cooling	●	●	●	◓	●	●	●	●	●	●
Trans. Major	◓	◓	●	◓	●	●	●	●	●	●
Trans. Minor	○	○	◓	●	○	●	●	●	●	◓
Drive System	◒	○	◒	◒	●	◓	●	●	●	○
Fuel System	◒	◒	○	◓	○	◓	●	●	●	●
Electrical	●	○	◓	◒	●	●	●	●	●	●
Climate System	●	◓	○	◒	○	●	●	●	●	●
Suspension	○	◓	○	◓	◓	○	◒	●	●	◓
Brakes	○	○	●	◓	●	●	●	●	●	●
Exhaust	◒	●	●	●	●	●	●	●	●	●
Paint/Trim	◒	●	●	●	◓	●	○	◓	●	●
Noises & Leaks	◒	◓	○	●	◓	●	◓	●	○	○
Body Hardware	●	◒	●	◒	○	●	○	◓	●	●
Power Equip.	●	◒	●	●	●	◓	◒	○	●	◒
In-Car Electr.	●	◒	◒	◓	◒	○	●	◓	○	●
USED CAR VERDICTS	○	○	●	●	◓	◓	○	◓	◓	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$9,400 - $13,800
2007	$15,500 - $19,800
2008	$18,700 - $24,700
2009	$21,800 - $30,000
2010	$24,600 - $33,200
2011	$26,200 - $36,000
2012	$28,200 - $42,900
2013	$32,200 - $47,300
2014	$35,700 - $51,400
2015	$43,600 - $69,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/○	NT
2007	NT	●/●	●/●
2008	NT	●/●	●/●
2009	NT	●/●	●/●
2010	NT	●/●	NT
2011	NT	NT	NT
2012	NT	●/●	●/●
2013	NT	●/●	●/●
2014	NT	●/●	●/●
2015	NT	◓/◓	●/●

Honda Accord

FAMILY CAR

The Accord is an excellent used-car choice. The four-cylinder engine is smoother than many V6s, and the V6 engine is quick and quiet. The Accord is quiet overall, though some road noise creeps in. A Hybrid model arrived in 2005 and got 25 mpg overall in our tests, but was dropped after 2007. The 2008 brought a larger body and roomier interior. Ride and handling are very good, and the four-cylinder engine is smooth, powerful, and economical. The V6 is very quick, but gets just 21 mpg overall. Overall length shrunk a bit with the 2013 redesign, but the Accord remained very accommodating and family-friendly. The Hybrid returned for 2015 as a four cylinder and got 40 mpg overall in our tests.

REDESIGN/FRESHENING: 2003, 2008, 2013. **SAFETY EQUIPMENT:** ABS and Side air bags standard. Head protection air bags avstandard. ESC available from 2006, standard from 2008. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Honda Accord	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	◓	◓	●	●	●	●	●	●
Engine Minor	●	●	◓	◓	◓	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	●	●	●	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●
Electrical	●	●	◓	●	●	●	●	●	●	●
Climate System	●	◓	◓	●	●	●	●	●	●	●
Suspension	◓	◓	◓	●	◓	○	●	●	●	●
Brakes	◓	○	●	●	●	◓	◓	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	●	◓	◓	◓	◓	◓	●	●	●	●
Noises & Leaks	◓	◓	○	○	○	○	◓	◓	◓	●
Body Hardware	●	●	●	●	●	●	●	●	●	●
Power Equip.	◓	●	●	●	◓	●	●	◓	●	●
In-Car Electr.	◓	◓	●	●	●	●	●	◒	◓	●
USED CAR VERDICTS	●	●	◓	◓	◓	●	◓	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$6,000 - $9,300
2007	$7,200 - $10,800
2008	$9,400 - $13,200
2009	$10,200 - $14,100
2010	$11,800 - $15,800
2011	$13,000 - $17,200
2012	$14,600 - $19,900
2013	$18,600 - $26,500
2014	$20,200 - $30,100
2015	$21,900 - $29,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/◓
2007	Good	●/●	◓/◓
2008	Good	●/●	●/○
2009	Good	●/●	●/○
2010	Good	●/●	●/○
2011	Good	●/●	◓/●
2012	Good	●/●	◓/●
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Honda Crosstour

WAGON

Derived from the Accord sedan, the Crosstour is a four-door hatchback with a raised ride height and either front or all-wheel drive. It combines the appearance and versatility of a wagon or hatchback without looking like an SUV. The Crosstour has a roomy interior with a wider cabin than the Accord, and benefits from the added versatility of the rear hatch - but visibility is compromised. The smooth and refined 3.5 liter V6 returned 21 mpg overall in our tests. A four-cylinder engine is available on front-wheel-drive versions. The ride is supple and composed, but the handling becomes SUV-like as it approaches its limits. 2015 was the last year for the Crosstour

REDESIGN/FRESHENING: 2010, 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Honda Crosstour									
	06	07	08	09	10	11	12	13	14	15
Engine, Major					◓	◒	●	●	●	*
Engine Minor					◓	●	●	●	●	*
Engine Cooling					●	●	●	●	●	*
Trans. Major					◓	●	●	●	●	*
Trans. Minor					●	◓	●	●	●	*
Drive System					◓	◓	●	●	●	*
Fuel System					◓	●	●	●	●	*
Electrical					●	◓	●	●	◓	*
Climate System					◓	●	●	●	●	*
Suspension					◓	◓	●	◓	●	*
Brakes					○	○	◒	◓	●	*
Exhaust					●	●	●	●	●	*
Paint/Trim					●	◓	◓	◓	●	*
Noises & Leaks					●	○	◓	◓	◒	*
Body Hardware					●	◓	◓	◓	●	*
Power Equip.					●	◓	●	◓	◓	*
In-Car Electr.					●	◓	◓	○	◓	*
USED CAR VERDICTS					◓	○	◓	◓	◓	*
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$14,500 - $17,000
2011	$16,800 - $19,800
2012	$16,100 - $23,500
2013	$18,500 - $26,000
2014	$21,000 - $28,600
2015	$23,200 - $30,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Honda CR-V

SPORT-UTILITY VEHICLE

Honda's small SUV got its first redesign in 2002. It was a dramatic improvement, with a smoother and more spirited four-cylinder engine, good fuel economy, and a roomier and better finished interior. Handling is sound but not agile. Road noise was our main gripe. ESC and curtain air bags were standard beginning in 2005. The 2007 redesign brought rounded styling that compromised cargo room and visibility, but added a more user-friendly tailgate that lifted up instead of swinging out. The four-cylinder grew stronger and was more efficient than many V6s. Handling became more agile, with a firm yet supple ride. Another redesign for 2012 brought a little more space and marginally better power and fuel economy. **RELATED MODELS:** Honda Element.

REDESIGN/FRESHENING: 2002, 2007, 2012, 2015. **SAFETY EQUIPMENT:** ABS, Side air bags, Head protection air bags, and ESC standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Honda CR-V									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	●	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	◓	●	●	●	●	●	●	●	●	◓
Fuel System	●	●	●	●	●	●	●	●	●	●
Electrical	●	●	●	●	●	●	◓	●	●	●
Climate System	◓	◒	●	●	◒	●	○	●	●	●
Suspension	◓	◓	◓	●	●	◓	●	●	●	●
Brakes	○	◓	◓	◓	◓	◓	◓	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	◓	◓	◓	◓	●	●	●	●	●	●
Noises & Leaks	◓	◓	◓	◓	◓	◓	◓	◓	◓	●
Body Hardware	●	◓	◓	●	●	●	●	●	●	●
Power Equip.	○	○	○	●	●	●	◒	●	◓	●
In-Car Electr.	●	◓	◓	◓	●	●	◓	◓	◓	●
USED CAR VERDICTS	●	●	●	●	●	●	◓	●	●	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$6,500 - $11,000
2007	$7,800 - $13,200
2008	$9,100 - $14,500
2009	$11,300 - $16,300
2010	$12,900 - $18,000
2011	$14,800 - $20,400
2012	$17,700 - $25,400
2013	$19,900 - $27,200
2014	$21,100 - $28,600
2015	$23,800 - $31,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/○	○/●
2012	Good	◓/●	●/●
2013	Good	◓/●	●/●
2014	Good	◓/●	●/●
2015	Good	●/◓	●/●

Honda CR-Z

SPORTS/SPORTY CAR

Billed as a cross between the Insight hybrid and the sporty CRX from the 1980s, the two-seat CR-Z hybrid uses a 1.5-liter four-cylinder gas engine paired with electric power for 122 hp overall. A Sport mode livens things up a little, but the CR-Z never feels quick. We measured 35 mpg overall in our tests, which is not impressive for a hybrid. Handling is responsive and relatively nimble, but the CR-Z is no sports car and the ride is jumpy. Having just two seats limits its appeal and visibility to the rear is severely compromised. At least a rear-view camera is standard on all trim lines. The 2015 model got an optional Honda Performance Development package, which includes a supercharger for the manual-transmission version as well suspension, brake, and exhaust system modifications.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS Honda CR-Z	06	07	08	09	10	11	12	13	14	15
Engine, Major						●	*	*	*	*
Engine Minor						●	*	*	*	*
Engine Cooling						●	*	*	*	*
Trans. Major						◓	*	*	*	*
Trans. Minor						●	*	*	*	*
Drive System						○	*	*	*	*
Fuel System						●	*	*	*	*
Electrical						●	*	*	*	*
Climate System						●	*	*	*	*
Suspension						●	*	*	*	*
Brakes						○	*	*	*	*
Exhaust						●	*	*	*	*
Paint/Trim						○	*	*	*	*
Noises & Leaks						●	*	*	*	*
Body Hardware						◓	*	*	*	*
Power Equip.						◓	*	*	*	*
In-Car Electr.						○	*	*	*	*
USED CAR VERDICTS						○	*	*	*	*
NEW CAR PREDICTION	NA-									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$10,600 - $11,900
2012	$12,300 - $13,700
2013	$14,100 - $16,100
2014	$16,000 - $18,300
2015	$17,700 - $19,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	○/◒	○/NA
2012	Good	◓/○	○/NA
2013	Good	◓/○	○/NA
2014	Good	◓/○	○/NA
2015	Good	◓/○	○/NA

Honda Civic

SMALL CAR

The Civic has long been known for lively handling, fuel economy, and reliability. Most generations have also had a firm ride and pronounced road noise. Hybrid versions got impressive gas mileage, but they give up some performance and trunk space. In addition, battery failures have been an issue. Recent Si coupes and sedans have added more noise than friskiness. A 2006 redesign brought a roomier, quieter interior and a better ride, along with an unusual two-tier dashboard. Another redesign for 2012 was a step backwards, with a cheap interior, numb handling, and bouncy ride, but more updates for 2013 helped significantly. The 1.8-liter four-cylinder is smooth and returned 30 mpg overall with the standard CVT. The Hybrid returned 40 mph overall. Even the sporty 201-hp Si version got a commendable 29 mph overall with the six-speed manual. Crash test results have been good.

REDESIGN/FRESHENING: 2006, 2012, 2014, 2016. **SAFETY EQUIPMENT:** ABS standard, Side air bags, and Head protection air bags standard. ESC available from 2007, standard from 2012. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS Honda Civic	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	◓	●	●	●	●	●	●	●	●
Engine Minor	◓	◓	◓	●	●	●	●	●	●	●
Engine Cooling	◓	●	●	●	●	●	●	●	●	●
Trans. Major	◓	●	●	●	●	●	●	●	●	●
Trans. Minor	●	◓	●	●	●	●	●	●	●	●
Drive System	◓	◓	◓	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●
Electrical	○	○	◓	●	●	●	●	●	●	●
Climate System	○	◒	●	◒	●	●	●	●	●	●
Suspension	◓	◓	◓	◓	◓	◓	●	●	●	●
Brakes	◓	◓	◓	○	◒	◒	●	●	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	●	●	●	●	◒	◓	●	●	●	●
Noises & Leaks	●	◓	◓	◓	◓	◓	◓	●	●	●
Body Hardware	◓	●	◓	●	●	●	●	●	●	●
Power Equip.	◓	◓	●	●	●	◓	◓	●	●	●
In-Car Electr.	◓	◓	◓	●	●	●	◓	◓	◓	●
USED CAR VERDICTS	◓	◓	◓	●	●	●	●	●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$5,200 - $9,500
2007	$5,800 - $10,500
2008	$6,600 - $12,200
2009	$7,800 - $13,000
2010	$8,700 - $13,900
2011	$9,800 - $14,800
2012	$11,200 - $16,600
2013	$15,800 - $20,400
2014	$16,900 - $22,400
2015	$18,100 - $23,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/●
2007	Good	●/●	◓/●
2008	Good	●/●	◓/●
2009	Good	●/●	◓/●
2010	Good	●/●	◓/●
2011	Good	●/◓	◒/◓
2012	Good	●/◓	◓/●
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Honda Element

SPORT-UTILITY VEHICLE

The boxy-looking and now discontinued Element was based on a CR-V platform, but wasn't as nice to live with overall. The Element handles well enough, but is noisy and has a choppy ride. The spacious and flexible interior has a plastic-covered floor that's easy to wash. All four seats can fold back flat, making a bed of sorts. The rear seats can fold up against the sides or be removed. There's no pillar between the front and the rear-hinged rear doors, so opening both creates a wide opening for loading and unloading cargo. Large rear roof pillars interfere with the view out. Without optional side airbags, the Element scored Poor in the IIHS side-crash test. 2007 brought standard curtain airbags, which improved the IIHS side-crash test to Good. 2011 was its last year. **RELATED MODELS:** Honda CR-V.

REDESIGN/FRESHENING: 2003. **SAFETY EQUIPMENT:** ABS available, standard from 2006. Side air bags available, standard from 2007. Head protection air bags and ESC standard from 2007. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Honda Element	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	✶	●	✶				
Engine Minor	●	●	●	✶	●	✶				
Engine Cooling	●	●	●	✶	●	✶				
Trans. Major	●	●	○	✶	●	✶				
Trans. Minor	◓	●	◓	✶	●	✶				
Drive System	◓	●	●	✶	●	✶				
Fuel System	●	●	●	✶	●	✶				
Electrical	○	◓	●	✶	●	✶				
Climate System	●	◓	◓	✶	●	✶				
Suspension	◓	●	◓	✶	●	✶				
Brakes	◓	○	●	✶	○	✶				
Exhaust	●	●	●	✶	●	✶				
Paint/Trim	●	◓	◓	✶	●	✶				
Noises & Leaks	◓	●	◓	✶	◓	✶				
Body Hardware	◓	●	●	✶	●	✶				
Power Equip.	●	◓	◓	✶	◓	✶				
In-Car Electr.	○	●	●	✶	●	✶				
USED CAR VERDICTS	●	●	◓	✶	●	✶				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,000 - $9,200
2007	$7,100 - $10,600
2008	$8,700 - $12,000
2009	$10,000 - $13,200
2010	$11,300 - $14,700
2011	$13,700 - $17,200
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Honda Fit

SMALL CAR

A cleverly designed and reliable little hatchback, the Fit has been a top used-car choice for years. It offers easy access and has an amazing amount of interior room for such a small car. The rear seats can be folded flat, sliding under the front seats, or the cushion can fold up against the backrest, creating a deep, flat floor that can accommodate bulky items or a tall plant. While not overly powerful, the Fit feels responsive, with a smooth and willing engine and agile handling. The ride is a bit choppy, but supple enough. The Fit comes well equipped with standard power accessories, antilock brakes, and curtain air bags. 2009 brought a redesign, but if you wanted ESC you had to buy the navigation system. ESC became standard with 2011 models.

REDESIGN/FRESHENING: 2007, 2009, 2015. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC available from 2009, standard from 2011. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Honda Fit	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●		●
Engine Minor	◓	●	●	●	●	●	●	●		●
Engine Cooling	●	●	●	●	●	●	●	●		●
Trans. Major	◓	●	●	●	●	●	●	●		●
Trans. Minor	●	●	●	●	●	●	●	●		●
Drive System	◓	●	●	●	●	●	●	●		●
Fuel System	◓	○	●	●	●	●	●	●		●
Electrical	◒	◒	●	●	●	●	●	●		●
Climate System	●	◓	●	○	◒	○	●	●		●
Suspension	●	●	●	●	●	●	●	●		●
Brakes	●	●	◓	●	●	●	●	●		●
Exhaust	◓	●	●	●	●	●	●	●		●
Paint/Trim	●	◓	●	●	●	●	●	●		◓
Noises & Leaks	◓	◓	◓	◓	◓	●	●	●		●
Body Hardware	○	◓	●	●	●	●	●	●		●
Power Equip.	◓	◓	◓	◓	◓	●	●	●		●
In-Car Electr.	◓	●	◓	●	●	●	●	●		◓
USED CAR VERDICTS	◓	●	●	●	●	●	●	●		○
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	$5,500 - $6,100
2008	$7,000 - $7,500
2009	$8,100 - $8,800
2010	$9,500 - $10,400
2011	$11,000 - $12,100
2012	$12,500 - $13,800
2013	$14,200 - $15,700
2014	-
2015	$17,200 - $19,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/○
2008	Good	●/●	●/○
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	NT	NT
2012	Good	●/◓	○/●
2013	Good	●/◓	○/●
2014	—	—	—
2015	Good	●/●	●/●

Honda Insight

SMALL CAR

The original Insight from 2000 was the first hybrid on the market and posted the best fuel economy we'd ever seen at the time: 51 mpg overall. However, it was slow, cramped, noisy, and uncomfortable, and was only available with a manual transmission that first year. Production ended in 2006. For 2010, Honda introduced a new Insight that was more of a direct competitor to the Toyota Prius. But its gas mileage of 39 of isn't up to the standards of other small hybrids, interior fit and finish is lacking, and the Insight is slow, noisy, and the back seat is cramped. Handling in base versions of early model years without ESC is also a handful. The Insight was discontinued after the 2014 model year.

REDESIGN/FRESHENING: 2000, 2010. **SAFETY EQUIPMENT:** ABS standard. ESC available in 2010, standard from 2011. Side and head protection air bags standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Honda Insight

	06	07	08	09	10	11	12	13	14	15
Engine, Major	★				●	★	★	★	★	
Engine Minor	★				●	★	★	★	★	
Engine Cooling	★				●	★	★	★	★	
Trans. Major	★				●	★	★	★	★	
Trans. Minor	★				●	★	★	★	★	
Drive System	★				●	★	★	★	★	
Fuel System	★				●	★	★	★	★	
Electrical	★				●	★	★	★	★	
Climate System	★				●	★	★	★	★	
Suspension	★				●	★	★	★	★	
Brakes	★				●	★	★	★	★	
Exhaust	★				●	★	★	★	★	
Paint/Trim	★				○	★	★	★	★	
Noises & Leaks	★				◓	★	★	★	★	
Body Hardware	★				●	★	★	★	★	
Power Equip.	★				◓	★	★	★	★	
In-Car Electr.	★				●	★	★	★	★	
USED CAR VERDICTS	★				●	★	★	★	★	
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$3,200 - $4,800
2007	-
2008	-
2009	-
2010	$7,700 - $9,800
2011	$9,500 - $11,700
2012	$11,300 - $13,700
2013	$13,000 - $15,900
2014	$13,000 - $15,400
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/◓	◓/NA
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	●/◓	●/◓
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Honda Odyssey

MINIVAN

The Odyssey was redesigned in 2005, bringing improved interior flexibility and reduced noise levels. Curtain air bags and stability control became standard. Watch for transmission problems on 2000 to 2004 models, and excessive brake wear with 2005 to 2009 models. The redesigned 2011 model did very well in our road tests, with comfortable seating, a good ride and a refined 249-hp V6 and five-speed automatic powertrain that returned 19 mpg overall. Top-trim versions got a six-speed automatic. This version had responsive handling, but the steering wasn't as precise as in past models. The cabin was relatively quiet, but some road noise persisted. There was room for eight occupants in the roomy, versatile interior. The third-row seat was easy to fold down into its own well, for a flat load floor.

REDESIGN/FRESHENING: 2005, 2011. **SAFETY EQUIPMENT:** ABS, Side air bags, Head protection air bags, and ESC standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Honda Odyssey

	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	●	●	●	◓	◓	●	●	●
Engine Minor	○	○	◓	◓	◓	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	◓	●	●	●	◓	●	●	◓	●
Drive System	◓	○	◓	◓	◓	◓	●	●	●	●
Fuel System	◓	◓	◓	○	◓	●	●	●	●	●
Electrical	◓	◓	●	◓	◓	◓	●	●	●	●
Climate System	○	●	◒	◓	◓	●	●	●	●	●
Suspension	○	○	○	◒	◒	○	◓	●	●	●
Brakes	◓	◒	◒	○	○	◒	◒	●	◓	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	○	○	○	○	◓	○	●	●	◓	●
Noises & Leaks	◓	○	◒	◓	○	◒	○	◓	◒	◓
Body Hardware	●	●	◒	○	○	○	●	●	●	●
Power Equip.	◓	◓	○	◓	○	○	◓	●	○	◓
In-Car Electr.	◓	◓	◓	●	◓	○	◓	●	◓	●
USED CAR VERDICTS	○	○	○	◓	○	○	○	○	○	◓
NEW CAR PREDICTION	Average ○									

PRICES

2006	$5,600 - $11,000
2007	$7,200 - $13,200
2008	$9,400 - $17,000
2009	$11,000 - $19,200
2010	$12,500 - $22,700
2011	$16,700 - $27,900
2012	$19,700 - $31,500
2013	$22,300 - $34,300
2014	$24,400 - $36,500
2015	$27,300 - $40,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/●	●/●
2012	Good	●/●	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Honda Pilot

SPORT-UTILITY VEHICLE

The Pilot manages to combine the best virtues of a wagon, SUV, and minivan. The Pilot is a bit roomier and less costly than its Acura MDX sibling. It's among the better SUV choices for this class. The Pilot delivers adequate performance yet respectable fuel economy; a comfortable ride; secure handling; and seating for eight. Pronounced road noise was our only qualm. The standard split third-row seat folds neatly into the floor. Access is easy, and fit and finish is impeccable. The Pilot grew a bit with the 2009 redesign while retaining its impressive functionality. We got 18 mpg overall in the 2012 model we tested. However, the interior isn't as well finished as those in some competitors, and braking and handling aren't terrific. Look for a model with the available rear-view camera. **RELATED MODELS:** Acura MDX.

REDESIGN/FRESHENING: 2003, 2009, 2016. **SAFETY EQUIPMENT:** ABS, side air bags, ESC, and Head protection air bags standard. **DRIVE WHEELS:** AWD. Front available starting from 2006.

RELIABILITY HISTORY

TROUBLE SPOTS — Honda Pilot	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	◓	●	●	●	●	●
Engine Minor	◓	●	●	◓	◓	●	●	●	●	●
Engine Cooling	◓	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	◓	●	●	●	●	●
Drive System	◓	●	◓	●	◓	●	●	●	●	◓
Fuel System	◓	◓	◓	●	◓	●	●	●	●	●
Electrical	○	●	●	○	◓	●	●	●	●	●
Climate System	○	○	○	○	◓	●	●	●	●	●
Suspension	◓	◓	◓	○	●	○	●	◓	●	●
Brakes	◓	◓	◓	○	◒	○	◓	○	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	◓	◓	◓	●	●	◓	◓	◓	●	●
Noises & Leaks	◓	◓	◓	◓	○	○	◓	○	◓	●
Body Hardware	◓	●	●	○	◓	◓	●	◓	●	●
Power Equip.	◓	◓	◓	◓	◒	◓	◓	◓	●	◓
In-Car Electr.	●	◓	●	◓	●	◓	◓	◓	●	◓
USED CAR VERDICTS	◓	●	◓	◓	◒	◓	◓	○	●	◒
NEW CAR PREDICTION	New									

PRICES

2006	$6,200 - $12,000
2007	$7,200 - $14,000
2008	$9,300 - $16,300
2009	$11,400 - $21,000
2010	$14,000 - $24,100
2011	$16,300 - $25,800
2012	$18,800 - $30,200
2013	$22,000 - $34,400
2014	$24,300 - $37,200
2015	$29,200 - $40,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	◓/●
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Honda Ridgeline

PICKUP TRUCK

The car-based Honda Ridgeline is among the best compact pickups we've tested. The ride is supple and steady, like a good sedan, and handling is quite agile. The tailgate can open either vertically or horizontally, and beneath the bed is a clever, weatherproof, lockable trunk. The standard 3.5-liter V6 engine is quiet, smooth, and responsive but road noise is pronounced. The roomy crew cab is nicely detailed and easy to access. The five-foot-long cargo bed is made from a composite plastic material and has no wheel arch intrusion. While not designed for serious off-roading, it proved capable in most off-road conditions Towing capacity is 5,000 pounds.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Honda Ridgeline	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	●	●	●	●	●	
Engine Minor	●	●	●	●	●	●	●	●	●	
Engine Cooling	●	●	●	●	●	●	●	●	●	
Trans. Major	●	●	●	●	●	●	●	●	●	
Trans. Minor	◓	●	●	●	●	●	●	●	●	
Drive System	◓	●	●	●	●	●	●	●	●	
Fuel System	◓	●	●	●	●	●	●	●	●	
Electrical	●	●	●	●	●	●	●	●	●	
Climate System	◓	○	○	◓	◓	●	◓	●	●	
Suspension	◓	◓	○	◓	◓	●	●	●	●	
Brakes	◓	◓	◓	◓	○	○	○	●	●	
Exhaust	●	●	●	●	●	●	●	●	●	
Paint/Trim	◓	◓	◓	○	●	●	◓	●	◓	
Noises & Leaks	◓	◓	◓	●	●	◒	◓	○	○	
Body Hardware	●	◓	◓	●	●	◓	○	●	◓	
Power Equip.	○	●	●	●	◓	●	●	◓	●	
In-Car Electr.	◓	●	◓	◓	●	●	●	●	●	
USED CAR VERDICTS	●	●	●	●	●	◓	◓	●	◓	
NEW CAR PREDICTION	New									

PRICES

2006	$10,300 - $12,400
2007	$11,700 - $15,400
2008	$13,300 - $17,700
2009	$16,000 - $20,900
2010	$18,300 - $24,100
2011	$21,200 - $27,100
2012	$23,800 - $30,100
2013	$25,900 - $32,200
2014	$27,800 - $35,400
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Honda S2000

CONVERTIBLE

The rear-drive S2000 debuted for the 2000 model year as an uncompromising sports car. It's quick and agile, and has tenacious tire grip, but it's noisy when revved and rides harshly. This car is fun to drive briskly, but as a commuter car it's cramped and frenetically noisy. The S2000's 2.0-liter four-cylinder zooms easily to 9,000 RPM and develops 240 hp without supercharging. But stirring performance is only available between 6,000 rpm and the screaming redline. Otherwise, power delivery feels just ordinary. The six-speed transmission is crisp and precise. A glass rear window arrived in 2002. The engine grew to 2.2 liters and gained flexibility in 2004, and the ride was softened somewhat. 2006 brought standard ESC. 2009 was its last year.

REDESIGN/FRESHENING: 2000. **SAFETY EQUIPMENT:** ABS standard. ESC standard from 2006. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS Honda S2000	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$16,700 - $16,700
2007	$18,500 - $18,500
2008	$20,600 - $21,700
2009	$22,900 - $24,200
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/◓	●/NA
2007	NT	◓/◓	●/NA
2008	NT	◓/◓	●/NA
2009	NT	◓/◓	●/NA
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Hyundai Accent

SMALL CAR

For most of its life the Accent has been a decent but uninspired small car with a choppy, noisy ride. The 2006 redesign brought a quieter, more comfortable ride. Handling was secure, but not agile. It was hard to find models with the optional ABS, and ESC wasn't available at all. Power came from a 1.6-liter four-cylinder that returned 28 mpg overall. The 2012 redesign made it better again, with responsive handling, more comfortable front seats, and good fuel economy of 31 mpg overall with the automatic and 32 mpg overall with the manual. The front cabin is roomy, but rear remains cramped, though it is on par with the class. Noise levels are elevated, but not offensive. All of the controls are straightforward. Handling is fairly responsive, but the ride is jittery.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS available from 2005. Side air bags standard from 2004. Head protection air bags standard from 2006. ESC not available, standard from 2012. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS Hyundai Accent	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	●	★	★	●	●	●	★
Engine Minor	★	★	★	◒	★	★	●	●	●	★
Engine Cooling	★	★	★	●	★	★	●	●	●	★
Trans. Major	★	★	★	◓	★	★	●	●	●	★
Trans. Minor	★	★	★	◒	★	★	●	●	●	★
Drive System	★	★	★	◒	★	★	◓	●	●	★
Fuel System	★	★	★	●	★	★	●	●	●	★
Electrical	★	★	★	◒	★	★	●	●	●	★
Climate System	★	★	★	○	★	★	◓	●	●	★
Suspension	★	★	★	◒	★	★	◓	●	○	★
Brakes	★	★	★	○	★	★	○	●	●	★
Exhaust	★	★	★	○	★	★	●	●	●	★
Paint/Trim	★	★	★	◒	★	★	○	○	○	★
Noises & Leaks	★	★	★	◒	★	★	●	◓	●	★
Body Hardware	★	★	★	●	★	★	●	◓	◓	★
Power Equip.	★	★	★	○	★	★	◒	●	○	★
In-Car Electr.	★	★	★	●	★	★	◓	●	●	★
USED CAR VERDICTS	★	★	★	○	★	★	◓	●	◓	★
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$4,100 - $4,100
2007	$4,100 - $4,900
2008	$4,700 - $5,800
2009	$5,200 - $6,300
2010	$4,900 - $7,200
2011	$4,700 - $8,200
2012	$10,500 - $11,200
2013	$11,900 - $12,500
2014	$13,200 - $13,900
2015	$13,800 - $14,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	◓/○
2007	Accept.	●/●	◓/○
2008	Accept.	●/●	◓/○
2009	Accept.	●/●	◓/○
2010	Accept.	●/●	◓/○
2011	Accept.	NT	NT
2012	Good	●/◓	●/○
2013	Good	●/◓	●/○
2014	Good	●/◓	●/○
2015	Good	●/◓	●/○

Hyundai Azera

LARGE CAR

The front-wheel-drive Azera has a smooth 263-hp, 3.8-liter V6 with good power but only fair fuel economy at 19 mpg overall. The roomy interior is well finished and quiet. Controls are straightforward. The ride is comfortable and steadier than past Hyundai models, and handling is fairly responsive. Overall the roomy Azera is refined, quiet, and well-equipped. Standard equipment includes head-curtain air bags and electronic stability control. The Azera undercuts a comparably equipped Buick Lucerne or Toyota Avalon. IIHS side-crash-test results for 2006 to 2011 models were acceptable when tested with the standard curtain and side air bags, but they improved to Good from the 2012 model year forward.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS and side air bags standard. Head protection air bags and ESC standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Azera								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	◓	✶	✶	✶	●	●	●	✶
Engine Minor	○	◓	◒	✶	✶	✶	●	●	○	✶
Engine Cooling	●	●	●	✶	✶	✶	●	●	●	✶
Trans. Major	●	●	●	✶	✶	✶	●	●	●	✶
Trans. Minor	●	●	●	✶	✶	✶	●	●	○	✶
Drive System	◓	●	◓	✶	✶	✶	●	●	●	✶
Fuel System	○	◓	◓	✶	✶	✶	●	●	●	✶
Electrical	●	○	◒	✶	✶	✶	●	●	●	✶
Climate System	○	◓	○	✶	✶	✶	●	●	○	✶
Suspension	○	○	◒	✶	✶	✶	●	●	●	✶
Brakes	●	●	◓	✶	✶	✶	●	●	●	✶
Exhaust	●	●	●	✶	✶	✶	●	○	●	✶
Paint/Trim	○	◓	●	✶	✶	✶	●	●	●	✶
Noises & Leaks	○	◓	○	✶	✶	✶	◓	●	○	✶
Body Hardware	◒	◓	●	✶	✶	✶	●	●	●	✶
Power Equip.	◒	◓	○	✶	✶	✶	●	◓	●	✶
In-Car Electr.	◒	●	●	✶	✶	✶	●	◓	●	✶
USED CAR VERDICTS	○	●	○	✶	✶	✶	●	●	○	✶
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$6,000 - $6,800
2007	$6,800 - $8,200
2008	$8,000 - $9,500
2009	$9,700 - $11,100
2010	$11,500 - $12,900
2011	$13,800 - $15,000
2012	$20,700 - $20,700
2013	$22,200 - $22,200
2014	$22,700 - $29,200
2015	$25,500 - $31,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/◓
2007	Good	◓/◓	●/◓
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Hyundai Elantra

SMALL CAR

The Elantra was redesigned for 2007, with a comfortable ride, low road noise, and fuel economy of around 27 mpg overall. The relatively roomy interior was put together nicely. Handling is competent, but not very agile. The 2.0-liter four-cylinder engines can get boomy at times. The 2011 redesign transformed the car. It brought a very good 29 mpg overall along with nimble handling and a fairly comfortable, well-controlled ride. The car was well-equipped for the price, the interior was much larger, and controls were well laid out. Hatchback models with different designations are available for some model years, but some were noisier and didn't perform as well as the sedans.

REDESIGN/FRESHENING: 2007, 2011. **SAFETY EQUIPMENT:** ABS available, standard from 2007. Side air bags standard. Head protection air bags standard from 2007. ESC available from 2008, standard from 2011. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Elantra									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	◓	●	●	◓	●	●	●	●
Engine Minor	●	●	●	●	●	○	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	◒	◓	●	●	●	○	●	●	●	●
Trans. Minor	◓	◓	●	●	◒	●	◓	●	●	●
Drive System	○	◓	◓	●	●	●	●	●	●	●
Fuel System	●	●	○	●	●	◓	●	●	●	●
Electrical	◓	●	●	●	●	●	●	●	●	●
Climate System	●	◓	◓	○	◓	◓	●	●	●	●
Suspension	●	◒	○	◒	●	○	○	◓	●	●
Brakes	○	○	○	◒	◓	●	●	◓	●	●
Exhaust	○	●	●	●	●	●	●	●	●	●
Paint/Trim	◒	○	●	◓	◒	○	◓	●	●	●
Noises & Leaks	◒	◒	◓	◓	◓	◒	○	◓	◓	●
Body Hardware	○	◓	●	◓	◓	●	●	●	●	●
Power Equip.	●	◓	●	○	◒	◓	◓	◓	●	●
In-Car Electr.	○	●	○	○	◓	○	○	○	◓	●
USED CAR VERDICTS	◓	◓	◓	◓	◒	◒	○	○	●	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$3,800 - $4,300
2007	$5,200 - $6,100
2008	$6,200 - $7,000
2009	$6,700 - $8,200
2010	$7,500 - $9,800
2011	$9,300 - $12,000
2012	$11,900 - $14,200
2013	$13,700 - $16,200
2014	$14,800 - $17,800
2015	$16,000 - $18,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	●/◓
2007	Good	●/●	◓/◓
2008	Good	●/●	◓/◓
2009	Good	●/●	◓/◓
2010	Good	●/●	◓/◓
2011	Good	NT	NT
2012	Good	●/◓	◓/●
2013	Good	●/◓	◓/●
2014	Good	●/◓	◓/●
2015	Good	●/◓	◓/●

Hyundai Equus

LUXURY CAR

Hyundai's flagship is an attempt to move the carmaker to compete with luxury brands but at a lower price. The Equus has a comfortable ride, but motions can be a bit busy and handling is less than agile. The 4.6-liter V8 was originally mated to a six-speed, making for a smooth, refined powertrain. Inside, the interior is spacious and well finished, but some controls are complex. Overall the Equus doesn't quite measure up to the established luxury brands. Available features include adaptive cruise control and a lane-departure warning system. In 2012 a four-seat version of the Equus arrived, along with a standard eight-speed automatic and 5.0-liter V8.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS Hyundai Equus	06	07	08	09	10	11	12	13	14	15
Engine, Major						*	*	*	●	*
Engine Minor						*	*	*	●	*
Engine Cooling						*	*	*	●	*
Trans. Major						*	*	*	●	*
Trans. Minor						*	*	*	●	*
Drive System						*	*	*	●	*
Fuel System						*	*	*	●	*
Electrical						*	*	*	●	*
Climate System						*	*	*	●	*
Suspension						*	*	*	●	*
Brakes						*	*	*	●	*
Exhaust						*	*	*	●	*
Paint/Trim						*	*	*	●	*
Noises & Leaks						*	*	*	◒	*
Body Hardware						*	*	*	●	*
Power Equip.						*	*	*	○	*
In-Car Electr.						*	*	*	●	*
USED CAR VERDICTS						*	*	*	○	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$25,800 - $28,100
2012	$29,100 - $31,600
2013	$34,700 - $37,900
2014	$43,600 - $48,000
2015	$50,000 - $52,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Hyundai Genesis

UPSCALE CAR

Hyundai's upscale sedan is impressive, especially for the price. The refined V6 delivers quick acceleration and gets 21 mpg overall. A V8 is optional, but doesn't significantly improve performance. Though by no means a sports sedan, handling is responsive and secure. The car's weak link is its somewhat nervous ride. The interior is very quiet and well finished and the spacious cabin has an unusually hospitable rear seat for a midsized car. Controls are simple unless you buy the optional navigation system, which adds a rather fussy multidirectional controller. In 2012 the Genesis received a new eight-speed automatic, which helped the V6 get 22 mpg overall in our tests. The 2015 redesign brought available all-wheel drive on the V6, an updated and more-luxurious interior, and advanced safety systems.

REDESIGN/FRESHENING: 2009, 2015. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear. AWD available starting in 2015.

RELIABILITY HISTORY

TROUBLE SPOTS Hyundai Genesis	06	07	08	09	10	11	12	13	14	15
Engine, Major				●	●	●	●	●	●	●
Engine Minor				●	◓	●	●	●	●	●
Engine Cooling				●	●	●	●	●	●	●
Trans. Major				●	◓	●	●	●	●	●
Trans. Minor				●	◓	●	◓	●	●	●
Drive System				●	◓	●	●	●	●	◓
Fuel System				◓	●	●	◓	●	◓	●
Electrical				●	●	●	●	●	●	●
Climate System				●	○	◓	◓	●	●	◓
Suspension				●	◓	○	●	●	●	●
Brakes				◒	●	●	◓	●	●	●
Exhaust				●	●	●	●	●	●	●
Paint/Trim				◓	◒	●	◓	◓	●	●
Noises & Leaks				●	◓	●	●	○	◓	◓
Body Hardware				◓	◓	●	◓	●	○	●
Power Equip.				●	●	●	◒	◓	◓	◓
In-Car Electr.				●	●	●	●	●	◒	◒
USED CAR VERDICTS				◓	◒	○	◒	○	●	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	$14,200 - $16,100
2010	$15,600 - $17,700
2011	$17,400 - $19,600
2012	$19,500 - $27,700
2013	$23,000 - $30,900
2014	$25,200 - $34,900
2015	$36,500 - $46,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	●/●	◓/●

Hyundai Genesis Coupe

SPORTS/SPORTY CAR

The Genesis Coupe is a very different car from the Genesis sedan. On paper it has a lot of potential, but several flaws prevent it from being a compelling choice. The optional 3.8-liter V6 engine is powerful and sounds great; a noisy turbocharged 2.0-liter four-cylinder is standard. Sporty and agile handling, with responsive steering, makes the Coupe fun to drive. However, the driving experience is let down by an imprecise manual transmission and stiff clutch that requires extra attention to extract smooth shifts. Also, the ride is very stiff and sometimes unsettled. Front seat occupants will find plenty of room, but as in many coupes the rear seat is very cramped.

REDESIGN/FRESHENING: 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Genesis Coupe									
	06	07	08	09	10	11	12	13	14	15
Engine, Major					*	*	*	◓	*	*
Engine Minor					*	*	*	●	*	*
Engine Cooling					*	*	*	●	*	*
Trans. Major					*	*	*	◒	*	*
Trans. Minor					*	*	*	●	*	*
Drive System					*	*	*	○	*	*
Fuel System					*	*	*	●	*	*
Electrical					*	*	*	●	*	*
Climate System					*	*	*	◓	*	*
Suspension					*	*	*	●	*	*
Brakes					*	*	*	●	*	*
Exhaust					*	*	*	◓	*	*
Paint/Trim					*	*	*	◓	*	*
Noises & Leaks					*	*	*	●	*	*
Body Hardware					*	*	*	●	*	*
Power Equip.					*	*	*	●	*	*
In-Car Electr.					*	*	*	◓	*	*
USED CAR VERDICTS					*	*	*	●	*	*
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$11,200 - $14,700
2011	$13,000 - $16,900
2012	$15,400 - $19,900
2013	$18,200 - $23,000
2014	$22,100 - $27,000
2015	$25,500 - $29,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	NT	●/◓	●/NA
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Hyundai Santa Fe

SPORT-UTILITY VEHICLE

The redesigned 2007 Santa Fe was a big improvement over the original, and included standard ESC. It had a standard 2.7-liter V6 and a new 242-hp 3.3-liter V6. A 2010 redesign freshened things up but didn't push the envelope, leaving this vehicle well rounded and competent but not a world-beater. A major redesign took place in 2013, resulting in two versions. The smaller Santa Fe Sport is a two-row model with a 2.4-liter four-cylinder that got 23 mpg overall or a 2.0-liter turbo four, while the three-row Santa Fe got a 3.3-liter V6 that got 20 mpg overall in our tests. Handling is sound in both versions, but nobody will call them sporty, and the ride is settled. Inside the well-finished, roomy cabin are many standard features, although a backup camera is optional.

REDESIGN/FRESHENING: 2007, 2013. **SAFETY EQUIPMENT:** ABS and Side air bags standard. Head protection air bags and ESC standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Santa Fe									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	◓	●	●	●	●	●	●	◓
Engine Minor	◓	○	◒	◓	◓	○	◓	●	●	◓
Engine Cooling	○	●	●	●	●	●	●	●	●	◓
Trans. Major	●	●	●	●	○	●	●	●	●	●
Trans. Minor	●	●	◓	●	○	●	●	●	●	●
Drive System	●	○	○	○	○	◓	◓	●	●	●
Fuel System	○	●	●	●	◓	◓	●	●	◓	●
Electrical	○	○	○	◓	◓	◓	●	●	◓	◓
Climate System	◒	○	○	◓	◓	●	○	○	●	●
Suspension	○	○	○	◒	●	○	◓	●	●	●
Brakes	●	○	◓	○	○	◓	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	◒	○	○	○	○	◓	◓	○	●	◓
Noises & Leaks	◒	○	◓	○	○	◓	◓	◓	◓	●
Body Hardware	●	○	●	●	●	◓	●	◓	◓	◓
Power Equip.	○	○	○	◓	●	◒	○	○	◓	●
In-Car Electr.	○	◓	○	○	◓	○	◓	○	○	●
USED CAR VERDICTS	○	○	○	○	◒	○	○	○	○	●
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$6,300 - $10,300
2007	$7,600 - $11,600
2008	$8,900 - $13,700
2009	$9,900 - $14,900
2010	$11,400 - $17,400
2011	$13,500 - $19,400
2012	$16,900 - $21,900
2013	$19,300 - $28,200
2014	$21,900 - $31,700
2015	$23,600 - $35,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/◓	●/●
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Hyundai Sonata

MIDSIZED SEDAN

The Sonata was redesigned for 2006, gaining power, refinement, and standard ESC and curtain air bags. The 3.3-liter V6 is responsive and averaged 21 mpg, while the four-cylinder engine averaged 26 mpg overall. The 2011 redesign was a major leap forward, and the stylish Sonata impressed in our testing. The base four-cylinder returned 27 mpg overall, while the stronger turbo four-cylinder got 25 mpg and delivered good plenty of performance. The hybrid version got 33 mpg overall, but it isn't as refined. Road noise is evident in all versions, however. The swoopy styling made for challenging rear visibility and rear-seat access. The ride was firm, yet comfortable and handling was nimble. A less-stylish redesign arrived for 2015, with a 2.4-liter four-cylinder and six-speed automatic that got 28 mpg overall. **RELATED MODELS:** Kia Optima.

REDESIGN/FRESHENING: 2006, 2011, 2015. **SAFETY EQUIPMENT:** ABS, Side air bags, Head protection air bags, and ESC standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Hyundai Sonata	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	◓	●	●	●	◓	●	●	●
Engine Minor	◓	○	◓	◓	◓	◓	◓	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	◓	◓	◓	◓	●	●	●
Drive System	◓	◓	●	◓	◓	◓	◓	●	●	●
Fuel System	○	◓	●	◓	◓	●	◓	●	●	●
Electrical	◓	●	●	◓	○	◓	●	●	●	●
Climate System	○	○	●	◓	●	◓	◓	●	●	●
Suspension	◒	◓	◓	●	●	●	○	●	●	●
Brakes	◒	○	○	●	◒	○	◓	●	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	○	◓	◓	◓	◒	◓	◓	●	●	●
Noises & Leaks	◒	◓	◓	◓	◓	○	○	◓	◓	●
Body Hardware	◓	○	●	◓	◒	●	●	●	●	●
Power Equip.	◒	●	○	○	○	◒	◓	◓	●	●
In-Car Electr.	◒	◒	◓	○	◓	○	●	○	◓	◓
USED CAR VERDICTS	○	◓	●	◓	○	○	◒	●	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$5,000 - $6,500
2007	$6,000 - $7,700
2008	$6,600 - $8,700
2009	$7,300 - $9,800
2010	$8,200 - $10,700
2011	$11,400 - $16,700
2012	$13,000 - $18,400
2013	$14,700 - $20,400
2014	$16,400 - $22,400
2015	$18,400 - $24,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/◓	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/●	●/●

Hyundai Tucson

SPORT-UTILITY VEHICLE

The Tucson is derived from the Elantra sedan. Starting in 2005 the standard engine was a 2.0-liter, four-cylinder. The optional 2.7-liter V6 delivered acceleration comparable to the Honda CR-V and Toyota RAV4 four-cylinder models, but fuel economy was unimpressive. Though not very agile, ESC kept it secure in our tests. The ride was comfortable, but suspension noise was pronounced. Cabin access is easy and the rear is roomy. The 2010 redesign dropped the V6 for a more powerful Four. We found this Tucson secure and responsive, well-trimmed and quite spacious, but the ride is stiff and road noise pronounced. The new styling also robbed some cargo space and hurt the view out. **RELATED MODELS:** Kia Sportage.

REDESIGN/FRESHENING: 2005, 2010, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Hyundai Tucson	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	●	*	●	●	●	●	●	●
Engine Minor	◓	●	○	*	○	◓	●	●	●	●
Engine Cooling	◒	●	○	*	●	●	●	●	●	●
Trans. Major	○	●	◓	*	●	●	●	●	●	●
Trans. Minor	●	○	○	*	○	◒	●	●	●	●
Drive System	◓	◓	◓	*	●	◓	◓	●	●	●
Fuel System	◒	◒	○	*	●	◓	●	●	●	●
Electrical	●	◓	●	*	●	●	●	●	●	●
Climate System	◒	◒	○	*	◓	○	●	◓	●	●
Suspension	○	○	◓	*	◓	◓	●	●	◒	●
Brakes	◒	○	●	*	◓	●	●	●	●	●
Exhaust	○	◒	◓	*	●	●	●	●	●	●
Paint/Trim	○	◓	●	*	●	●	◓	◓	●	●
Noises & Leaks	◓	○	●	*	●	○	◒	◓	◓	●
Body Hardware	○	●	●	*	◓	○	◓	●	●	◓
Power Equip.	○	◓	◒	*	●	◓	◒	○	○	●
In-Car Electr.	○	○	●	*	●	●	◒	○	○	●
USED CAR VERDICTS	○	◓	○	*	◓	○	○	◓	◓	●
NEW CAR PREDICTION	New									

PRICES

2006	$5,400 - $8,600
2007	$6,600 - $10,000
2008	$8,000 - $12,400
2009	$9,600 - $14,100
2010	$11,700 - $15,100
2011	$12,900 - $17,100
2012	$14,500 - $19,500
2013	$16,900 - $21,900
2014	$18,500 - $24,900
2015	$20,400 - $26,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	●/●
2007	Accept.	●/●	●/●
2008	Accept.	●/●	●/●
2009	Accept.	●/●	●/●
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Hyundai Veloster

SPORTS/SPORTY CAR

The sporty Veloster hatchback has three doors, with the right-side rear door improving access to the tight rear seat. The 1.6-liter four-cylinder engine delivers adequate power, and the precise manual shifter has low effort throws. A dual-clutch, six-speed automated manual and a conventional six-speed manual are available. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Despite the split rear window, visibility to the rear is decent. Features include internet radio and the ability to send text messages via voice commands. A much quicker turbo version became available in 2013, with a strong 201-hp four-cylinder and a seven-speed automatic.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Veloster								
	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	★	★
Engine Minor							◓	◓	★	★
Engine Cooling							●	●	★	★
Trans. Major							●	●	★	★
Trans. Minor							◓	●	★	★
Drive System							◓	●	★	★
Fuel System							●	●	★	★
Electrical							◓	●	★	★
Climate System							●	●	★	★
Suspension							●	◓	★	★
Brakes							◓	●	★	★
Exhaust							●	●	★	★
Paint/Trim							●	●	★	★
Noises & Leaks							◓	○	★	★
Body Hardware							◓	●	★	★
Power Equip.							●	○	★	★
In-Car Electr.							●	●	★	★
USED CAR VERDICTS							○	○	★	★
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$14,100 - $14,100
2013	$15,200 - $17,400
2014	$16,500 - $19,100
2015	$18,300 - $20,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	NT	NT	NT
2013	NT	NT	NT
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Hyundai Veracruz

SPORT-UTILITY VEHICLE

The seven-passenger Veracruz was essentially a stretched and more powerful Santa Fe. The 260-hp, 3.8-liter V6 is mated to a six-speed automatic. The powertrain was smooth and the ride comfortable, but suspension noise was evident. Handling was secure, but not particularly agile. Front-wheel drive was standard, with all-wheel drive available. The third-row seat folded into the floor in 50/50 sections, and the second row split in 60/40 sections. 2012 was the last model year for the Veracruz, replaced by the long-wheelbase three-row redesigned Santa Fe.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Veracruz								
	06	07	08	09	10	11	12	13	14	15
Engine, Major		★	◒	★	★	○	★			
Engine Minor		★	●	★	★	●	★			
Engine Cooling		★	●	★	★	◓	★			
Trans. Major		★	●	★	★	●	★			
Trans. Minor		★	◒	★	★	●	★			
Drive System		★	●	★	★	◓	★			
Fuel System		★	◒	★	★	●	★			
Electrical		★	◒	★	★	◒	★			
Climate System		★	◒	★	★	○	★			
Suspension		★	○	★	★	◒	★			
Brakes		★	●	★	★	●	★			
Exhaust		★	●	★	★	●	★			
Paint/Trim		★	◓	★	★	●	★			
Noises & Leaks		★	○	★	★	●	★			
Body Hardware		★	◒	★	★	◓	★			
Power Equip.		★	●	★	★	●	★			
In-Car Electr.		★	●	★	★	●	★			
USED CAR VERDICTS		★	●	★	★	◒	★			
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$9,000 - $12,400
2008	$10,300 - $14,200
2009	$11,200 - $15,500
2010	$12,500 - $16,500
2011	$14,400 - $18,500
2012	$16,100 - $20,200
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	—	—	—
2014	—	—	—
2015	—	—	—

Infiniti EX, QX50

SPORT-UTILITY VEHICLE

The EX was introduced as a 2008 model Infiniti's offering in the expanding market for small upscale SUVs. It's essentially a raised wagon version of the Infiniti G sedan, with which it shares a very nice powertrain. Like the G, the EX handles with agility, but this small pseudo-SUV is quieter and has a slightly more comfortable ride than its sedan sibling. The rear seat, however, is very snug and the cargo area is small. Styling compromised rear visibility somewhat. An optional lane-departure system beeps to remind drivers to keep the vehicle on course. Infiniti changed the EX name to QX50 from 2014 onward. **RELATED MODELS:** Infiniti G.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear or AWD.

RELIABILITY HISTORY										
TROUBLE SPOTS	Infiniti EX, QX50									
	06	07	08	09	10	11	12	13	14	15
Engine, Major			●	*	●	*	*	*	*	*
Engine Minor			◓	*	●	*	*	*	*	*
Engine Cooling			◒	*	●	*	*	*	*	*
Trans. Major			●	*	●	*	*	*	*	*
Trans. Minor			●	*	●	*	*	*	*	*
Drive System			◓	*	●	*	*	*	*	*
Fuel System			◒	*	●	*	*	*	*	*
Electrical			●	*	●	*	*	*	*	*
Climate System			●	*	◓	*	*	*	*	*
Suspension			●	*	◓	*	*	*	*	*
Brakes			○	*	●	*	*	*	*	*
Exhaust			●	*	●	*	*	*	*	*
Paint/Trim			◒	*	●	*	*	*	*	*
Noises & Leaks			●	*	○	*	*	*	*	*
Body Hardware			◓	*	●	*	*	*	*	*
Power Equip.			●	*	◓	*	*	*	*	*
In-Car Electr.			○	*	◓	*	*	*	*	*
USED CAR VERDICTS			○	*	●	*	*	*	*	*
NEW CAR PREDICTION	New									

PRICES	
2006	-
2007	-
2008	$13,700 - $15,400
2009	$16,300 - $18,100
2010	$19,100 - $20,800
2011	$22,500 - $24,300
2012	$25,300 - $28,500
2013	$28,200 - $31,400
2014	$30,900 - $34,100
2015	$36,300 - $36,300

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Infiniti FX, QX70

SPORT-UTILITY VEHICLE

The FX35 is a midsized SUV that drives more like a sports sedan. The strong, smooth V6, coupled with an excellent five-speed automatic, provides instant throttle response and impressive performance. The FX45 (later FX50) features a gutsy V8. The trade-off is a stiff ride that transmits every bump. The cabin feels snug, partly because of the high doorsills and low roof. Rear visibility is poor, and the wide turning circle makes parking cumbersome. A 2009 redesign brought more powerful engines, a seven-speed automatic, and more high-tech safety gadgets. Responsive handling and an eager powertrain remained high points, but the snug cabin and impeded outward visibility carried over as well. Infiniti changed the FX name to QX70 from 2014 onward.

REDESIGN/FRESHENING: 2003, 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear or AWD.

RELIABILITY HISTORY										
TROUBLE SPOTS	Infiniti FX, QX70									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$12,400 - $13,700
2007	$13,800 - $15,900
2008	$15,700 - $18,400
2009	$18,100 - $23,200
2010	$21,700 - $28,200
2011	$24,900 - $32,900
2012	$27,600 - $37,300
2013	$29,700 - $41,100
2014	$34,500 - $48,300
2015	$42,000 - $44,200

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Infiniti G, Q40, Q60

UPSCALE CAR

The G has a well-controlled ride, a quiet cabin, and a strong 3.5-liter V6 with an exceptionally smooth automatic. Routine handling was agile, but emergency handling could be tricky. The all-wheel-drive G35X is a very nice but fuel-thirsty car. A 2007 update significantly improved the interior and controls. A larger 3.7-liter V6 was added to the coupe for 2008, and the sedan a year later, when a seven-speed transmission was also made standard. We didn't think much of the convertible version that arrived in 2009. A less-costly G25, with a 2.5-liter V6 introduced in 2011, sacrifices a little acceleration but gets much better fuel economy. The G25 was discontinued in 2013. The sedan was redesigned in 2014 and renamed Q50. The old platform carried on and the sedan renamed Q40; coupe and convertible versions were named Q60. **RELATED MODELS:** Nissan Z.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags. **DRIVE WHEELS:** Rear. AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS	Infiniti G								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	●	●	●	●	*	*
Engine Minor	◓	●	●	●	●	●	●	●	*	*
Engine Cooling	◓	●	●	●	●	●	●	●	*	*
Trans. Major	●	●	●	●	●	●	●	●	*	*
Trans. Minor	◓	◓	◓	◓	●	◓	●	●	*	*
Drive System	○	◓	◓	◓	◓	◓	●	●	*	*
Fuel System	◓	○	●	●	●	●	●	●	*	*
Electrical	●	●	●	●	●	●	●	●	*	*
Climate System	●	○	●	◓	●	●	●	●	*	*
Suspension	◓	◓	●	○	◓	●	●	●	*	*
Brakes	○	○	◒	◒	○	○	◒	●	*	*
Exhaust	◓	◓	◓	●	●	●	●	●	*	*
Paint/Trim	◓	◓	◓	●	●	●	◓	◓	*	*
Noises & Leaks	○	◓	◓	◓	○	◒	○	◒	*	*
Body Hardware	◓	●	●	●	●	●	●	●	*	*
Power Equip.	○	◓	◓	○	●	◓	◓	◓	*	*
In-Car Electr.	○	◓	◓	◓	●	◓	◓	◓	*	*
USED CAR VERDICTS	◓	◓	●	◓	●	◓	◓	◓	*	*
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$9,600 - $10,900
2007	$11,200 - $12,700
2008	$13,000 - $15,100
2009	$13,300 - $19,500
2010	$16,400 - $23,600
2011	$17,400 - $27,500
2012	$20,000 - $30,300
2013	$23,800 - $37,600
2014	$31,300 - $40,400
2015	$29,100 - $48,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	●/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	NT	NT	NT

Infiniti JX, QX60

SPORT-UTILITY VEHICLE

An SUV large enough for three rows of seating without the bulk of a full-size model, the JX offers a spacious, quiet, luxurious, and well-finished interior with room for seven. It has a comfortable ride but handling lacks agility. Power comes from a 265-hp, 3.5-liter V6 paired with a continuously variable transmission. This powertrain delivers smooth and adequate acceleration and returned 19 mpg overall on premium fuel, but towing capacity is a low 3,500 pounds. A family-friendly feature is the ability to gain access to the third row even with a child seat installed in the second row. Infiniti changed the JX name to QX60 from 2014 onward. **RELATED MODELS:** Nissan Pathfinder.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Infiniti JX, QX60								
	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	●	*
Engine Minor								●	●	*
Engine Cooling								●	●	*
Trans. Major								○	◒	*
Trans. Minor								◓	◓	*
Drive System								◓	●	*
Fuel System								●	●	*
Electrical								◓	●	*
Climate System								●	●	*
Suspension								●	●	*
Brakes								◓	●	*
Exhaust								●	●	*
Paint/Trim								●	●	*
Noises & Leaks								●	●	*
Body Hardware								○	◓	*
Power Equip.								◒	●	*
In-Car Electr.								●	●	*
USED CAR VERDICTS								●	●	*
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$32,900 - $34,800
2014	$36,100 - $40,600
2015	$38,600 - $43,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	●/○	●/●
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Infiniti M, Q70

LUXURY CAR

This luxury midsized sedan sits above the G35/37. Thanks to rapid depreciation, a used M is a lot of car for the money. The 2006 redesign transformed the original, somewhat conservative model into a capable sedan with a roomy interior, a choice of strong V6 or V8 engines, and optional all-wheel drive. Ride and handling were good, and the M proved to be quite capable whether cruising on the highway or hustling along twisty country roads. The interior is plush and well constructed. Quick and quiet, the 2011 redesign also scored well in our testing. Performance has been strong, yet fuel economy remains decent. The Hybrid gets mileage on par with some small cars, but the system can be jerky when transitioning in and out of electric mode. Infiniti changed the name to Q70 from 2014 onward.

REDESIGN/FRESHENING: 2006, 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear. AWD available from 2006.

RELIABILITY HISTORY

TROUBLE SPOTS — Infiniti M, Q70	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	*	*	●	●	●	*	*
Engine Minor	◓	◓	○	*	*	●	●	●	*	*
Engine Cooling	●	◓	◓	*	*	●	●	●	*	*
Trans. Major	●	●	●	*	*	●	●	●	*	*
Trans. Minor	●	●	●	*	*	◓	●	●	*	*
Drive System	◓	◓	◓	*	*	●	●	◓	*	*
Fuel System	●	●	●	*	*	◓	●	●	*	*
Electrical	●	●	●	*	*	●	●	●	*	*
Climate System	◓	◒	●	*	*	◓	○	●	*	*
Suspension	○	◓	◓	*	*	●	○	◒	*	*
Brakes	○	○	●	*	*	◓	◒	◓	*	*
Exhaust	●	●	◓	*	*	●	●	●	*	*
Paint/Trim	○	◓	●	*	*	●	●	◓	*	*
Noises & Leaks	◓	◓	◒	*	*	◓	●	●	*	*
Body Hardware	○	◓	◓	*	*	●	○	◓	*	*
Power Equip.	●	●	●	*	*	○	◓	●	*	*
In-Car Electr.	◒	○	○	*	*	○	◓	○	*	*
USED CAR VERDICTS	◓	◓	◓	*	*	●	○	○	*	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	$11,000 - $12,500
2007	$12,100 - $14,500
2008	$13,800 - $15,700
2009	$16,400 - $18,400
2010	$19,500 - $22,100
2011	$24,300 - $26,200
2012	$27,300 - $31,700
2013	$31,400 - $37,500
2014	$38,600 - $48,000
2015	$44,700 - $60,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	●/○	◓/●
2012	Good	●/○	◓/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Infiniti QX56, QX80

SPORT-UTILITY VEHICLE

Infiniti's version of the big Nissan Armada SUV includes a more luxurious interior with standard navigation and optional DVD entertainment systems. The V8 in our tested Armada was smooth and powerful, linked to a slick five-speed automatic. These SUVs feature an independent rear suspension, and handling is responsive for a vehicle this large and tall. Before 2011 the ride as stiff and engine noise pronounced. The interior is spacious, but the third-row seat is small. 2008 brought some updates to the interior. The 2011 redesign moved to a new platform, and the SUV became a plush luxury liner with a quiet, well-equipped cabin and supple, steady ride. A high step-in, ungainly handling, and fuel economy of just 15 mpg overall are detriments. Infiniti changed the QX56 name to QX80 from 2014 onward. **RELATED MODELS:** Nissan Armada.

REDESIGN/FRESHENING: 2004, 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear or permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS — Infiniti QX56, QX80	06	07	08	09	10	11	12	13	14	15
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

NOT ENOUGH DATA TO RATE

PRICES

2006	$13,700 - $15,600
2007	$16,200 - $18,100
2008	$19,400 - $21,300
2009	$23,300 - $25,600
2010	$29,600 - $31,700
2011	$37,500 - $39,900
2012	$42,600 - $45,000
2013	$48,800 - $51,400
2014	$53,300 - $56,200
2015	$61,800 - $65,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/●	NT
2007	NT	◓/●	NT
2008	NT	●/◓	NT
2009	NT	●/◓	NT
2010	NT	●/◓	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Jaguar S-Type, XF

LUXURY CAR

Jaguar's mid-level S-Type sedan was introduced for 2000, competing with the likes of the Audi A6, BMW 5 Series, and Mercedes-Benz E-Class. The S-Type shared its rear-drive platform with the Lincoln LS. We found handling to be fairly nimble, and the ride supple and controlled. The optional V8 was strong and smooth, the V6 much less so. The interior was a bit tight and the trunk was tiny. Overall, the driving experience was more run-of-the-mill than luxurious. Reliability has been mostly subpar. The XF replaced the S-Type for 2009. It brought first-rate driving dynamics and a comfortable ride but a rather snug though beautifully finished interior. **RELATED MODELS:** Lincoln LS.

REDESIGN/FRESHENING: 2000, 2009, 2013, 2016. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC available, standard from 2003. Head protection air bags standard from 2002. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY										
TROUBLE SPOTS	Jaguar S-Type, XF									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$7,200 - $11,800
2007	$8,400 - $12,800
2008	$9,700 - $14,200
2009	$16,700 - $19,400
2010	$20,700 - $30,400
2011	$24,400 - $34,500
2012	$29,800 - $42,900
2013	$33,000 - $47,600
2014	$36,700 - $43,900
2015	$43,300 - $89,500

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	◓/●
2007	NT	NT	◓/●
2008	NT	NT	◓/●
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Jaguar XJ

LUXURY CAR

For a large luxury car the XJ has always had a rather tight cabin, albeit one replete with plush leather and wood trim. The front seats are nicely shaped, but cramped. Long-wheelbase models comfortably hold three in the rear seat. A complete redesign for 2004 brought a lighter, all-aluminum body. Handling was fairly nimble, though the steering was too light and the ride not as comfortable or quiet as you'd expect. The 2011 redesign is much nicer, a capable, comfortable, and fun-to-drive sports sedan offering a range of powerful V8s. We liked the power and the plush appointments but were unimpressed with the complex, slow-acting touch-screen control interface. Head room is a little skimpy, too.

REDESIGN/FRESHENING: 1995, 2004, 2011. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard from 2000. Head protection air bags standard from 2004. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY										
TROUBLE SPOTS	Jaguar XJ									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$8,900 - $16,100
2007	$11,300 - $19,700
2008	$14,200 - $22,800
2009	$19,300 - $30,100
2010	-
2011	$34,900 - $45,800
2012	$41,400 - $55,900
2013	$50,200 - $64,500
2014	$56,300 - $93,400
2015	$63,600 - $104,700

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	—	—	—
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Jaguar XK

COUPE

The stylish XK coupe and convertible deftly blend traditional wood-and-leather luxury with satisfying athleticism. . For 2007, the XK was redesigned with an all-aluminum body. The aluminum structure in the convertible is free of typical convertible body-flex problems. Handling is quite nimble considering the comfortable ride, and the strong V8 engines and six-speed automatic are smooth and muscular. The supple, controlled ride is gracious, befitting the brand. The cabin is furnished with plenty of wood and aromatic leather. Two kids can fit in the small rear seats. Although most competitors used folding hardtop, the Jaguar sticks to a cloth one, which provides good noise insulation and lets the car retain a decent trunk. Rear visibility is a challenge, however. The touch screen infotainment system is very slow.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and Side air bags standard. Head protection air bags standard. ESC standard from 2009. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Jaguar XK 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$13,200 - $20,700
2007	$17,900 - $24,200
2008	$20,600 - $27,400
2009	$24,000 - $31,700
2010	$30,100 - $38,600
2011	$37,100 - $49,300
2012	$47,800 - $79,500
2013	$54,300 - $87,600
2014	$63,100 - $92,000
2015	$75,900 - $112,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Jeep Cherokee

SPORT-UTILITY VEHICLE

This SUV could be a contender, but the Dart-based Cherokee is too underdeveloped and unrefined. If you have your heart set on one, get the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow and gets lousy fuel economy for the class at just 22 mpg overall. The nine-speed automatic is not all that responsive or refined. Handling is competent, but short on agility and the ride is jittery. It's a quiet SUV, with a comfortable backseat and a state-of-the-art infotainment system. Limited trims can be equipped with many high-end features. The Trailhawk is very capable off-road, and the V6 can tow an impressive 4,500 pounds. Reliability has been much below average.

REDESIGN/FRESHENING: 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Jeep Cherokee 06	07	08	09	10	11	12	13	14	15
Engine, Major									●	●
Engine Minor									◓	●
Engine Cooling									●	●
Trans. Major									○	◒
Trans. Minor									●	●
Drive System									◒	●
Fuel System									●	●
Electrical									●	●
Climate System									●	●
Suspension									○	●
Brakes									◓	●
Exhaust									●	●
Paint/Trim									●	●
Noises & Leaks									●	○
Body Hardware									◓	●
Power Equip.									○	●
In-Car Electr.									●	○
USED CAR VERDICTS									●	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$20,000 - $26,800
2015	$21,700 - $29,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Jeep Commander

SPORT-UTILITY VEHICLE

Introduced for 2006, the Commander was built on the same platform as the Grand Cherokee but looked boxier, like the old Grand Wagoneer. Its third-row seat increased passenger capacity to seven, but both the second and third rows are cramped. The third row is OK for kids but not adults. Rear vision is severely compromised when the third-row seats are in use. The Commander offered a lackluster 3.7-liter V6 and two V8s: a 4.7-liter and the powerful but thirsty 5.7-liter Hemi, which moved this vehicle effortlessly but returned a mere 13 mpg in our tests. Handling is secure but not agile. The ride is absorbent but gets unsettled over pavement undulations. 2010 was the Commander's last year.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS and ESC standard. Head protection air bags standard. **DRIVE WHEELS:** Rear or permanent 4WD.

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Commander 06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	

PRICES	
2006	$7,300 - $11,600
2007	$8,400 - $14,300
2008	$10,100 - $17,000
2009	$12,300 - $20,300
2010	$14,500 - $22,400
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	●/●	NT
2007	NT	●/●	NT
2008	NT	●/●	NT
2009	NT	●/●	NT
2010	NT	●/●	NT
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Jeep Compass

SPORT-UTILITY VEHICLE

The Compass is a small, cramped, car-based SUV that shares a platform with the Dodge Caliber and the Jeep Patriot. The larger of its two engine choices, a 172-hp, 2.4-liter, four-cylinder, is sluggish and noisy. The continuously variable transmission works well and contributes to its respectable 22 mpg overall. A 2.0-liter engine is also available. Front-wheel drive is standard and all-wheel drive is optional. The ride is acceptable, but handling lacks agility. The Compass seats five and has 60/40 folding rear seats. Curtain air bags and stability control with electronic roll mitigation are standard. Interior quality suffers from cheap plastics and sharp, unfinished edges and wide rear roof pillars impede the view aft. **RELATED MODELS:** Dodge Caliber.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Compass 06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	

PRICES	
2006	-
2007	$5,700 - $8,000
2008	$7,000 - $9,600
2009	$8,100 - $11,000
2010	$9,500 - $12,200
2011	$11,700 - $14,800
2012	$12,700 - $15,800
2013	$14,600 - $17,900
2014	$17,300 - $21,600
2015	$18,800 - $24,100

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	NT	◓/◓	●/●
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	○/○	●/◒
2014	NT	○/○	●/●
2015	NT	○/○	NT

Jeep Grand Cherokee

SPORT-UTILITY VEHICLE

Its 2005 redesign brought an independent front suspension and improvements to the steering, but the ride remained too buoyant and rear-seat space was nothing special. Engines ranged from a lackluster 3.7-liter V6 to the 5.7-liter V8. The 4.7-liter V8 is punchy, refined, and relatively fuel-efficient. Fit and finish was so-so and the driving position was too high. The 2011 redesign was a transformation, bringing a much better and more upscale vehicle with a fully independent suspension, modern cabin electronics, good handling and ride, attractive fit and finish, and comfortable seats. The refined 3.6-liter V6 returned 18 mpg overall. The 5.7-liter V8 is strong, but returned just 14 mpg overall. We got 24 mpg overall with the diesel. The Uconnect infotainment system is one of the best in the industry.

REDESIGN/FRESHENING: 2005, 2011, 2014. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available, standard from 2007. ESC standard. **DRIVE WHEELS:** Rear, selectable, or permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Jeep Grand Cherokee								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	○	●	◓	○	○	●	●	●
Engine Minor	○	●	○	●	◓	◓	◓	●	●	●
Engine Cooling	◓	◒	◓	◓	◒	◓	●	◓	●	●
Trans. Major	◓	◓	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	◓	◓	●	◓	◓	○	◓
Drive System	●	●	●	◒	◓	◓	○	●	◓	●
Fuel System	●	●	◓	◓	●	●	●	◓	◓	○	●
Electrical	◓	●	○	◒	◒	◓	◓	●	●	●
Climate System	◓	○	○	○	◒	●	○	○	◓	●
Suspension	●	◓	○	◓	◒	◒	◒	◓	◓	●
Brakes	●	◓	●	●	◓	●	◓	◓	●	●
Exhaust	◒	◓	◓	●	●	●	●	●	○	●
Paint/Trim	●	●	◓	◓	●	◓	●	○	◓	●
Noises & Leaks	●	○	◓	○	◓	○	◒	◒	◓	◓
Body Hardware	●	●	◓	●	●	◓	●	◓	●	●
Power Equip.	◒	○	◓	◓	◒	●	●	●	◒	●
In-Car Electr.	●	○	○	◓	○	◒	◒	◒	●	◓
USED CAR VERDICTS	○	●	○	○	◒	●	●	●	●	○
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$7,800 - $18,900
2007	$9,000 - $20,800
2008	$10,100 - $23,300
2009	$11,400 - $29,700
2010	$13,200 - $31,600
2011	$20,700 - $27,100
2012	$22,600 - $47,600
2013	$24,000 - $51,600
2014	$26,400 - $59,800
2015	$29,500 - $63,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Jeep Liberty

SPORT-UTILITY VEHICLE

Although more advanced than the ancient Cherokee that it had replaced, the Liberty was outgunned from the start by virtually all of its competitors. It has a jittery ride and handling was clumsy, but ultimately secure. The narrow cockpit was difficult to access. The noisy 3.7-liter V6 is lethargic and thirsty. A slow and noisy diesel version was briefly offered, but it returned just 18 mpg overall in our tests and was dropped in 2007. A boxier-looking 2008 redesign brought little improvement in ride and handling, but it remained a noisy and cramped SUV. One of the Liberty's few advantages was an optional full-time,, four-wheel-drive system. 2012 was the last year for the Liberty, and it was replaced in the Jeep lineup in 2014 by the new Cherokee.

REDESIGN/FRESHENING: 2002, 2008. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags available, standard from 2008. ESC standard. **DRIVE WHEELS:** Rear, part-time or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Jeep Liberty								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	◓	*	*	*	●			
Engine Minor	○	○	●	*	*	*	●			
Engine Cooling	○	◓	●	*	*	*	●			
Trans. Major	◒	●	●	*	*	*	●			
Trans. Minor	◒	○	○	*	*	*	◓			
Drive System	●	●	○	*	*	*	●			
Fuel System	●	○	◓	*	*	*	●			
Electrical	●	◓	●	*	*	*	●			
Climate System	●	●	●	*	*	*	◓			
Suspension	○	●	◓	*	*	*	◓			
Brakes	◒	●	●	*	*	*	●			
Exhaust	○	●	●	*	*	*	●			
Paint/Trim	○	◒	○	*	*	*	●			
Noises & Leaks	◒	◒	○	*	*	*	◒			
Body Hardware	◒	●	◓	*	*	*	●			
Power Equip.	○	○	○	*	*	*	●			
In-Car Electr.	◒	○	●	*	*	*	○			
USED CAR VERDICTS	◒	○	○	*	*	*	◓			
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,300 - $8,400
2007	$7,100 - $9,800
2008	$8,300 - $11,600
2009	$10,000 - $13,400
2010	$11,600 - $15,100
2011	$13,400 - $17,600
2012	$14,700 - $19,000
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Marg.	●/◓	●/●
2007	Marg.	●/◓	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	○/◒	●/●
2013	—	—	—
2014	—	—	—
2015	—	—	—

Jeep Patriot

SPORT-UTILITY VEHICLE

Jeep's Patriot small SUV is related to the Jeep Compass and Dodge Caliber, but has a more upright body. It uses the same 2.0- and 2.4-liter, four-cylinder engines found in the Caliber, which we found slow and noisy. Ride and handling are acceptable, but not impressive. Interior fit and finish is sub par. The narrow cabin and small windows give a closed-in feel. The Patriot is not designed for serious off-roading but should be capable for the occasional trail excursion. An optional off-road package has a hill-descent system and an extra low gear in the CVT. Five-speed manual and CVT transmissions are offered. 2009 models received some updates but not enough to lift this car from mediocrity. **RELATED MODELS:** Dodge Caliber, Jeep compass.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS — Jeep Patriot	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	●	★	★	★	★	★	●	★	
Engine Minor	★	◓	★	★	★	★	★	●	★	
Engine Cooling	★	●	★	★	★	★	★	●	★	
Trans. Major	★	●	★	★	★	★	★	●	★	
Trans. Minor	★	◒	★	★	★	★	★	○	★	
Drive System	★	◒	★	★	★	★	★	◓	★	
Fuel System	★	◒	★	★	★	★	★	●	★	
Electrical	★	●	★	★	★	★	★	◓	★	
Climate System	★	●	★	★	★	★	★	●	★	
Suspension	★	●	★	★	★	★	★	●	★	
Brakes	★	◒	★	★	★	★	★	◒	★	
Exhaust	★	●	★	★	★	★	★	●	★	
Paint/Trim	★	○	★	★	★	★	★	◓	★	
Noises & Leaks	★	◓	★	★	★	★	★	○	★	
Body Hardware	★	◓	★	★	★	★	★	◓	★	
Power Equip.	★	◓	★	★	★	★	★	◓	★	
In-Car Electr.	★	●	★	★	★	★	★	◓	★	
USED CAR VERDICTS	★	◒	★	★	★	★	★	◒	★	
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	-
2007	$4,900 - $8,300
2008	$5,800 - $9,200
2009	$6,600 - $10,300
2010	$7,900 - $11,500
2011	$9,700 - $13,100
2012	$11,700 - $14,900
2013	$13,400 - $17,200
2014	$16,000 - $20,400
2015	$18,800 - $24,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	◓/●	●/●
2008	Good	◓/●	●/●
2009	Good	◓/●	●/●
2010	Good	◓/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	○/◓	●/●
2014	Good	○/◓	●/●
2015	Good	○/◓	NT

Jeep Wrangler

SPORT-UTILITY VEHICLE

The Wrangler is a crude vehicle for everyday driving. It's an off-road champ but on road it delivers a choppy ride, numb and slow steering, and clumsy handling. Noise is loud and constant. A long-wheelbase Unlimited model was added for 2005, bringing more cargo space and slightly more legroom in the back seat. Otherwise, the ride was still dreadful and the steering imprecise. For 2007 a redesigned and more civilized Wrangler arrived. Ride and handling improved some, but low cornering limits and vague steering remained. Its 3.8-liter V6 lacked punch and returned just 15 mpg overall. A much better 3.6-liter V6 and a five-speed automatic arrived for 2012, and returned 17 mpg overall. Off-road capability remains impressive, particularly in Rubicon trim. But cabin access is a challenge and the interior is uncomfortable..

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS available, standard from 2007. Side air bags available from 2007. ESC standard from 2007. **DRIVE WHEELS:** Part-time 4WD. Rear available from 2007.

RELIABILITY HISTORY

TROUBLE SPOTS — Jeep Wrangler	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	◒	◓	●	●	●	●	●	●
Engine Minor	●	●	●	◒	◓	●	◓	◓	◓	●
Engine Cooling	◒	◒	◒	●	●	●	●	◓	●	●
Trans. Major	●	◒	◒	◒	●	●	●	●	●	●
Trans. Minor	●	◒	●	●	○	●	●	●	●	●
Drive System	◒	○	◒	●	○	●	●	◓	●	●
Fuel System	◒	○	●	○	○	◓	◓	●	●	●
Electrical	◒	●	○	◓	●	●	●	●	●	●
Climate System	◓	●	●	◓	●	◓	○	◓	◓	●
Suspension	◒	●	◒	○	○	●	◓	◓	●	●
Brakes	●	◓	●	○	○	◓	○	●	●	●
Exhaust	●	○	○	○	●	●	●	●	●	●
Paint/Trim	◓	◓	○	●	●	●	◓	◓	●	●
Noises & Leaks	○	◒	●	◒	◒	●	●	●	◒	◓
Body Hardware	●	◓	◓	●	●	●	○	◓	●	●
Power Equip.	○	○	○	◓	◒	◒	◒	●	○	◓
In-Car Electr.	○	○	○	○	◒	●	◓	◓	○	●
USED CAR VERDICTS	●	◒	●	◒	○	○	●	●	○	◓
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$12,900 - $16,800
2007	$14,600 - $19,900
2008	$16,700 - $23,500
2009	$18,500 - $26,500
2010	$19,800 - $28,500
2011	$21,200 - $31,200
2012	$22,500 - $33,400
2013	$23,700 - $35,300
2014	$25,100 - $37,600
2015	$28,300 - $41,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	NT
2007	Good	●/●	NT
2008	Good	●/●	NT
2009	Good	●/●	NT
2010	Good	●/●	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Kia Amanti

LARGE CAR

The Amanti debuted for 2004, Kia's first attempt to compete with large sedans like the Toyota Avalon. Based on the Hyundai XG350 it has a soft ride and a well equipped and well appointed cabin with very good fit and finish. But it missed the boat in many respects. The soft ride is too buoyant to be called comfortable, and the 2004 Amanti was about the worst-handling passenger car we'd tested recently The optional ESC system kept it secure at its handling limits. 2007 brought a firmer suspension that tamed the ride and a stronger 3.8-liter V6 that improved on the mediocre 3.5-liter. It still handled clumsily and leaned a lot while cornering. The Amanti was discontinued after the 2009 model year.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC available.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Amanti 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$4,100 - $5,900
2007	$5,300 - $7,200
2008	$6,500 - $8,600
2009	$7,600 - $9,700
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Kia Forte, Spectra

SMALL CAR

The 2004 Spectra had a comfortable ride, quiet interior, and good fit and finish, but lackluster acceleration and unimpressive fuel economy. A Spectra5 hatchback was available starting in 2005. The Spectra scored a Poor in the IIHS side-crash test. ABS was rare. The compact Forte replaced the mediocre Spectra for 2010. It's quicker, with a 156-hp 2.0-liter engine, and it feels sportier than many small cars. The Forte offers a host of impressive features such as Bluetooth. It also got excellent mileage of 28 mpg. Its IIHS crash-test performance was good. The car was available as a coupe or a hatchback, and offered an optional 2.4-liter. While a big improvement, it still ranks below the class leaders.

REDESIGN/FRESHENING: 2004, 2010, 2014. **SAFETY EQUIPMENT:** ABS available. Side and head air bags standard. ESC not available. ABS and ESC standard starting with 2010 Forte. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Spectra, Forte 06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	●	●	◒	★	●	★
Engine Minor	★	★	★	★	●	●	◒	★	●	★
Engine Cooling	★	★	★	★	●	●	●	★	●	★
Trans. Major	★	★	★	★	●	●	●	★	●	★
Trans. Minor	★	★	★	★	●	●	●	★	●	★
Drive System	★	★	★	★	●	●	●	★	●	★
Fuel System	★	★	★	★	●	●	●	★	◓	★
Electrical	★	★	★	★	●	●	●	★	●	★
Climate System	★	★	★	★	●	○	●	★	◓	★
Suspension	★	★	★	★	◓	◓	◒	★	●	★
Brakes	★	★	★	★	○	◒	◓	★	●	★
Exhaust	★	★	★	★	●	●	●	★	●	★
Paint/Trim	★	★	★	★	○	○	○	★	◓	★
Noises & Leaks	★	★	★	★	●	●	◒	★	◓	★
Body Hardware	★	★	★	★	●	○	◓	★	◓	★
Power Equip.	★	★	★	★	●	○	◓	★	◓	★
In-Car Electr.	★	★	★	★	○	●	◒	★	○	★
USED CAR VERDICTS	★	★	★	★	●	◓	◒	★	○	★
NEW CAR PREDICTION	Average ○									

PRICES

2006	$4,000 - $4,300
2007	$4,000 - $4,900
2008	$4,600 - $5,600
2009	$5,000 - $6,300
2010	$7,600 - $9,600
2011	$8,900 - $11,200
2012	$10,500 - $13,000
2013	$12,300 - $14,800
2014	$14,200 - $15,500
2015	$15,900 - $18,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	◓/○
2007	Accept.	●/●	◓/◓
2008	Accept.	●/●	◓/◓
2009	Accept.	●/●	◓/◓
2010	Good	●/●	●/◓
2011	Good	●/○	○/●
2012	Good	●/○	○/●
2013	Good	●/○	○/●
2014	Good	●/◒	◓/●
2015	Good	◓/◓	●/●

Kia Optima

FAMILY CAR

The midsized Optima is related to the Hyundai Sonata sedan, and the redesigned 2006 model was a pleasant and roomy car for the era. Though not agile, handling was secure. ABS and ESC were common with the EX, rare in the LX. The 3.3-liter V6 is responsive and averaged 21 mpg, while the four-cylinder engine averaged 26 mpg, which was very good. A major redesign for 2011 made the Optima much better, with nimble handling but a rather firm, even stiff ride. The up-level engine, a lively turbocharged four-cylinder, returned a respectable 24 mpg but less refined than a V6. The base 2.4-liter four-cylinder performs well. An unrefined hybrid is offered too. The coupe-like styling detracts from rear visibility and cabin access. **RELATED MODELS:** Hyundai Sonata.

REDESIGN/FRESHENING: 2006, 2011, 2016. **SAFETY EQUIPMENT:** ABS available, standard from 2009. Side air bags standard. Head protection air bags standard from 2007. ESC available, standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Optima									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	○	◓	●	●	●
Engine Minor	★	★	★	★	★	◓	◓	●	●	●
Engine Cooling	★	★	★	★	★	●	●	●	●	●
Trans. Major	★	★	★	★	★	◓	●	●	●	●
Trans. Minor	★	★	★	★	★	◓	●	◓	●	●
Drive System	★	★	★	★	★	●	◓	●	●	●
Fuel System	★	★	★	★	★	◒	◓	●	●	●
Electrical	★	★	★	★	★	●	●	●	●	●
Climate System	★	★	★	★	★	○	●	◓	◓	●
Suspension	★	★	★	★	★	◓	○	◓	●	●
Brakes	★	★	★	★	★	●	●	●	●	◓
Exhaust	★	★	★	★	★	●	●	●	●	●
Paint/Trim	★	★	★	★	★	◓	◓	◓	●	◓
Noises & Leaks	★	★	★	★	★	○	◓	◓	◓	●
Body Hardware	★	★	★	★	★	◓	○	●	●	●
Power Equip.	★	★	★	★	★	◒	◓	○	○	●
In-Car Electr.	★	★	★	★	★	○	●	○	◒	●
USED CAR VERDICTS	★	★	★	★	★	○	○	◓	◓	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$4,300 - $5,800
2007	$5,200 - $6,400
2008	$6,100 - $7,400
2009	$7,100 - $8,600
2010	$8,400 - $10,100
2011	$12,200 - $17,400
2012	$13,700 - $19,800
2013	$15,200 - $24,300
2014	$16,900 - $26,700
2015	$18,800 - $27,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/◓
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	●/●	○/●
2012	Good	●/●	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Kia Rio

SMALL CAR

The Rio has come a long way from its cheap roots. This corporate cousin to the Hyundai Accent used to epitomize the stiff-riding, noisy subcompact sedan. A 2006 redesign was a big improvement, and made the Rio a reasonable alternative to larger compacts. It had a more powerful 1.6-liter engine, a relatively comfortable ride, and a quiet cabin. The 2012 redesign was a leap forward, making the Rio feel solid compared with some other subcompacts, bringing more power and space and better handling, along with a six-speed automatic transmission for better gas mileage. Higher trim models offer amenities such as heated seats and a rear-view camera. Hatchbacks have gone by names such as the Rio Cinco and the Rio5.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS available. Side and head protection air bags standard. ESC not available, standard from 2012. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Rio									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	★	●	★	★
Engine Minor	★	★	★	★	★	★	★	○	★	★
Engine Cooling	★	★	★	★	★	★	★	●	★	★
Trans. Major	★	★	★	★	★	★	★	●	★	★
Trans. Minor	★	★	★	★	★	★	★	○	★	★
Drive System	★	★	★	★	★	★	★	●	★	★
Fuel System	★	★	★	★	★	★	★	●	★	★
Electrical	★	★	★	★	★	★	★	◓	★	★
Climate System	★	★	★	★	★	★	★	◒	★	★
Suspension	★	★	★	★	★	★	★	●	★	★
Brakes	★	★	★	★	★	★	★	○	★	★
Exhaust	★	★	★	★	★	★	★	●	★	★
Paint/Trim	★	★	★	★	★	★	★	◓	★	★
Noises & Leaks	★	★	★	★	★	★	★	○	★	★
Body Hardware	★	★	★	★	★	★	★	◓	★	★
Power Equip.	★	★	★	★	★	★	★	●	★	★
In-Car Electr.	★	★	★	★	★	★	★	●	★	★
USED CAR VERDICTS	★	★	★	★	★	★	★	◒	★	★
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$3,000 - $3,900
2007	$3,400 - $4,700
2008	$4,100 - $5,400
2009	$4,700 - $6,400
2010	$6,000 - $7,600
2011	$7,400 - $9,200
2012	$10,600 - $12,400
2013	$11,900 - $13,600
2014	$13,200 - $14,900
2015	$14,200 - $16,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/●	○/○
2007	Accept.	◓/●	◓/○
2008	Accept.	◓/●	◓/○
2009	Accept.	◓/●	◓/○
2010	Accept.	◓/●	◓/○
2011	Accept.	NT	NT
2012	Good	◓/◓	◓/●
2013	Good	◓/◓	◓/●
2014	Good	◓/◓	◓/●
2015	Good	◓/◓	◓/●

Kia Rondo

WAGON

The Rondo, a small minivan/wagon, offers impressive room for its compact size. With seating for up to seven, it nearly attains the utility of a minivan with the exterior dimensions of a small car, similar in essence to the six-passenger Mazda5. The Rondo offered the same engines as the contemporary Kia Optima, with which it shared its platform. Fit and finish looks very good and access is easy. The ride is comfortable and quiet, and the powertrain feels refined. Handling was not particularly agile, though. The Rondo was discontinued after 2010. **RELATED MODELS:** Kia Optima.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Kia Rondo

	06	07	08	09	10	11	12	13	14	15
Engine, Major		*	○	●						
Engine Minor		*	●	○						
Engine Cooling		*	●	●						
Trans. Major		*	◓	●						
Trans. Minor		*	◓	●						
Drive System		*	●	●						
Fuel System		*	◓	◓						
Electrical		*	●	●						
Climate System		*	●	◒						
Suspension		*	●	◓						
Brakes		*	●	●						
Exhaust		*	●	●						
Paint/Trim		*	●	●						
Noises & Leaks		*	●	◓						
Body Hardware		*	◒	◒						
Power Equip.		*	◒	◓						
In-Car Electr.		*	●	○						
USED CAR VERDICTS		*	◒	◓						
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$5,000 - $6,100
2008	$6,100 - $7,300
2009	$7,300 - $8,600
2010	$7,300 - $8,800
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	NT	●/●	●/◓
2008	NT	●/●	●/◓
2009	NT	●/●	●/◓
2010	NT	●/●	●/◓
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Kia Sedona

MINIVAN

The Sedona used a fairly refined 3.5-liter V6 and had a well-finished interior with lots of storage and a 50/50 split third row. However, the ride was stiff, handling clumsy, and wind noise pronounced. A 2006 redesign was a big improvement, with a more powerful 3.8-liter V6 and more standard safety equipment. The sliding-door side windows retract, an unusual feature. Handling and fuel economy remained so-so. While offering lots of features for the money, the Sedona is not nearly as well-rounded as a Toyota Sienna or Honda Odyssey. A significantly updated Sedona arrived in 2015 with a refined V6, room for seven or eight passengers, and an upscale interior. Handling is ungainly and the ride is very stiff. **RELATED MODELS:** Hyundai Entourage.

REDESIGN/FRESHENING: 2006, 2015. **SAFETY EQUIPMENT:** ABS available, standard. ESC, side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Kia Sedona

	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	*	*	*	*	*	●		*	*
Engine Minor	◒	*	*	*	*	*	●		*	*
Engine Cooling	●	*	*	*	*	*	●		*	*
Trans. Major	◓	*	*	*	*	*	●		*	*
Trans. Minor	●	*	*	*	*	*	◓		*	*
Drive System	●	*	*	*	*	*	●		*	*
Fuel System	◒	*	*	*	*	*	●		*	*
Electrical	●	*	*	*	*	*	●		*	*
Climate System	○	*	*	*	*	*	●		*	*
Suspension	●	*	*	*	*	*	○		*	*
Brakes	○	*	*	*	*	*	●		*	*
Exhaust	◓	*	*	*	*	*	●		*	*
Paint/Trim	●	*	*	*	*	*	●		*	*
Noises & Leaks	●	*	*	*	*	*	●		*	*
Body Hardware	●	*	*	*	*	*	○		*	*
Power Equip.	●	*	*	*	*	*	○		*	*
In-Car Electr.	○	*	*	*	*	*	◓		*	*
USED CAR VERDICTS	●	*	*	*	*	*	◓		*	*
NEW CAR PREDICTION	NA									

PRICES

2006	$4,100 - $5,500
2007	$4,700 - $6,700
2008	$6,000 - $8,100
2009	$7,500 - $10,600
2010	$9,400 - $13,100
2011	$11,900 - $16,100
2012	$14,500 - $18,800
2013	-
2014	$17,700 - $22,100
2015	$22,400 - $32,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	—	—	—
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Kia Sorento

SPORT-UTILITY VEHICLE

The first Sorento was a body-on frame SUV good for towing but not so great as an everyday driver. Low-range gearing made it competent off-road but the stiff ride was fatiguing and handling was clumsy. A 3.3-liter V6, added in 2008, returned an adequate 17 mpg overall. The 2011 redesign gave it responsive handling, comfortable seats, and lots of features for the money. Both the four- and six-cylinders returned 20-mpg overall in our test. The optional third-row seat extends seating to seven. The ride is a little stiff but overall the Sorento is a good choice. The vastly improved 2015 redesign brought a quieter cabin, strong engines, a comfortable ride, and responsive handling.

REDESIGN/FRESHENING: 2003, 2011, 2014, 2016. **SAFETY EQUIPMENT:** ABS available, standard from 2007. ESC standard from 2007. Head protection air bags standard from 2011. **DRIVE WHEELS:** Rear, part-time or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Sorento									
	06	07	08	09	11	12	13	14	15	16
Engine, Major	*	*	*	*	●	●	●	●	●	●
Engine Minor	*	*	*	*	○	◓	◓	●	●	●
Engine Cooling	*	*	*	*	●	●	●	●	●	●
Trans. Major	*	*	*	*	●	●	●	●	●	●
Trans. Minor	*	*	*	*	○	●	●	●	●	●
Drive System	*	*	*	*	○	●	●	●	●	●
Fuel System	*	*	*	*	◓	●	◓	●	●	●
Electrical	*	*	*	*	●	●	●	●	●	●
Climate System	*	*	*	*	◓	◓	●	●	●	●
Suspension	*	*	*	*	◒	○	◒	●	●	●
Brakes	*	*	*	*	○	◓	●	●	●	●
Exhaust	*	*	*	*	●	●	●	●	●	●
Paint/Trim	*	*	*	*	◒	◓	◓	●	●	●
Noises & Leaks	*	*	*	*	◒	○	○	◓	●	●
Body Hardware	*	*	*	*	◓	◓	◓	●	●	●
Power Equip.	*	*	*	*	◒	◓	◓	◒	●	●
In-Car Electr.	*	*	*	*	◒	●	○	○	●	●
USED CAR VERDICTS	*	*	*	*	◒	○	○	○	○	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$5,200 - $8,300
2007	$5,700 - $9,200
2008	$6,800 - $11,200
2009	$7,900 - $13,100
2010	-
2011	$12,800 - $22,100
2012	$15,400 - $24,100
2013	$18,400 - $26,500
2014	$19,900 - $32,900
2015	$22,300 - $33,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	—	—	—
2011	Good	●/◓	●/○
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Kia Soul

SMALL WAGON

The tall Soul packs a lot of room and equipment into a small, inexpensive car. It has very easy access, abundant headroom, and a surprisingly spacious rear seat. The 2.0-liter engine brings average acceleration and 25 mpg overall, which isn't anything special. Expect a noisy interior and a stiff ride. Handling is fairly nimble and secure. Controls are simple but interior fit and finish is basic. Big windows allow very good front and side visibility, but thick rear roof pillars create rear blind zones. A six-speed automatic debuted for 2012, and boosted gas mileage from 25 to 26 mpg. A similar but thoroughly updated Soul for 2014 is much quieter and more refined.

REDESIGN/FRESHENING: 2010, 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Soul								
	06	07	08	09	10	11	12	13	14	15
Engine, Major					●	●	●	●	●	●
Engine Minor					●	●	●	●	●	●
Engine Cooling					●	●	●	●	●	●
Trans. Major					●	●	●	●	●	●
Trans. Minor					◓	●	●	●	●	●
Drive System					●	●	●	●	●	●
Fuel System					●	●	●	●	●	●
Electrical					●	●	●	●	●	◓
Climate System					●	●	●	●	◓	●
Suspension					●	●	◓	◓	●	●
Brakes					○	◓	●	●	●	●
Exhaust					●	●	●	●	●	●
Paint/Trim					◒	●	●	●	●	◓
Noises & Leaks					◒	○	●	◓	◓	●
Body Hardware					●	●	●	●	●	●
Power Equip.					◓	◒	◒	●	●	◓
In-Car Electr.					◒	◓	◒	○	○	●
USED CAR VERDICTS					●	●	●	●	◓	○
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$8,100 - $10,600
2011	$9,300 - $12,100
2012	$11,000 - $13,800
2013	$12,600 - $15,400
2014	$14,300 - $17,100
2015	$15,900 - $17,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	●/●	●/◓
2011	Good	◓/◓	◓/●
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Kia Sportage

SPORT-UTILITY VEHICLE

The 2005 car-based Sportage was better than its predecessors. It had a relatively comfortable, quiet ride, roomy interior, and improved but still so-so handling. The 2.7-liter V6 version was priced similarly to competitors' V6 models but wasn't very fuel-efficient. The 2011 redesign brought nimble handling and a more efficient and civilized powertrain. A stiff ride, pronounced road noise, and leisurely acceleration from the base four-cylinder detract from an otherwise pleasant driving experience. It got 22 mpg overall in our tests. The up-level engine is a more stronger turbo four-cylinder that got 21 mpg overall in our tests. While the styling is appealing, it compromises cargo space and hurts the rear view out. Cabin appointments are basic, but fit together well. **RELATED MODELS:** Hyundai Tucson.

REDESIGN/FRESHENING: 2005, 2011. **SAFETY EQUIPMENT:** ABS, ESC, side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Sportage									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	●	●	●	★	★
Engine Minor	★	★	★	★	★	●	●	●	★	★
Engine Cooling	★	★	★	★	★	●	●	●	★	★
Trans. Major	★	★	★	★	★	◒	●	●	★	★
Trans. Minor	★	★	★	★	★	◓	●	●	★	★
Drive System	★	★	★	★	★	○	●	●	★	★
Fuel System	★	★	★	★	★	●	◓	●	★	★
Electrical	★	★	★	★	★	●	●	●	★	★
Climate System	★	★	★	★	★	●	○	●	★	★
Suspension	★	★	★	★	★	●	◓	●	★	★
Brakes	★	★	★	★	★	◓	●	●	★	★
Exhaust	★	★	★	★	★	●	●	●	★	★
Paint/Trim	★	★	★	★	★	●	●	●	★	★
Noises & Leaks	★	★	★	★	★	◒	○	○	★	★
Body Hardware	★	★	★	★	★	●	●	●	★	★
Power Equip.	★	★	★	★	★	○	◒	●	★	★
In-Car Electr.	★	★	★	★	★	●	◒	◓	★	★
USED CAR VERDICTS	★	★	★	★	★	○	○	●	★	★
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$5,200 - $8,300
2007	$6,500 - $10,000
2008	$7,800 - $11,600
2009	$9,100 - $13,000
2010	$11,300 - $14,600
2011	$13,600 - $19,600
2012	$15,200 - $20,800
2013	$16,200 - $21,700
2014	$18,000 - $23,300
2015	$21,200 - $26,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/●	●/●
2007	Accept.	●/●	●/●
2008	Accept.	●/●	●/●
2009	Accept.	●/●	●/●
2010	Accept.	●/●	●/●
2011	Good	NT	NT
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Land Rover LR2

SPORT-UTILITY VEHICLE

The compact LR2 replaced the car-derived Freelander, a four-wheel-driver with fully independent suspension but no low-range gearing. Despite its unibody construction the LR2 still provided good off-road ability. It uses a 3.2-liter, inline six-cylinder and six-speed automatic transmission. The LR2 has a similar terrain response system as the LR3, which adjusts the AWD system according to terrain conditions such as mud and sand. It proved quite capable climbing boulders in our tests. The ride is firm but steady and the car benefits from good steering. In our test the LR2 disconcertingly lifted two wheels at its handling limits, reducing driver confidence. Outward visibility is excellent but the controls are confusing to use. The LR2 has been discontinued, replaced by the Discovery Sport.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Land Rover LR2									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	-
2007	-
2008	$10,500 - $12,200
2009	$12,500 - $14,800
2010	$15,400 - $17,900
2011	$20,600 - $23,300
2012	$23,900 - $26,900
2013	$28,000 - $31,200
2014	$33,400 - $37,000
2015	$37,900 - $42,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Land Rover LR3, LR4

SPORT-UTILITY VEHICLE

The Land Rover LR3 replaced the old Discovery for 2005. Though better than the Disco the LR3 finished well short of class leaders. The slow and thirsty V8, unsettled ride, and confusing, ill-placed controls counted against it. At least it had electronic stability control keeping it secure in emergency maneuvers. We far preferred the LR4 that arrived for 2010. Handling isn't a long suit, as it leans and lumbers when hustled through corners. The ride is supple, but it still can get unsettled. The quiet, luxurious cabin was roomy and comfortable, the third-row seat was usable by adults, and off-roading capabilities are top notch. The 5.0-liter V8 provided effortless acceleration but returned just 15 mpg overall. It was replaced by a supercharged V6 engine starting in 2014.

REDESIGN/FRESHENING: 2005, 2010. **SAFETY EQUIPMENT:** ABS, ESC, side and head protection air bags standard.
DRIVE WHEELS: Permanent 4WD.

RELIABILITY HISTORY										
TROUBLE SPOTS	Land Rover LR3, LR4									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$9,500 - $12,300
2007	$12,000 - $15,900
2008	$15,800 - $20,000
2009	$21,800 - $25,300
2010	$29,400 - $33,000
2011	$33,700 - $36,700
2012	$40,900 - $47,800
2013	$46,200 - $52,600
2014	$48,700 - $57,600
2015	$52,900 - $63,400

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Land Rover Range Rover

SPORT-UTILITY VEHICLE

The upscale Range Rover pioneered the luxury-SUV concept, always featuring luxury-car amenities but complicated, inscrutable controls. Its height-adjusting air suspension can raise or lower the body for different on- and off-road conditions. An extensive 2003 redesign brought much-improved ride, handling, and refinement. Excellent BMW engines were used until 2006 when the Range Rover switched to a Jaguar V8. After 2009, a 375-hp 5.0-liter V8 was standard with a 510-hp supercharged version optional. Off-road capabilities remained first-rate. An impressive redesign arrived for 2014, bringing an eight-speed automatic and supercharged V6 and V8 engines that deliver immediate thrust. We averaged 17 mpg with the base V6. Handling is responsive and secure, but not sporty. The suspension swallows up nearly every bump.

REDESIGN/FRESHENING: 2003, 2013. **SAFETY EQUIPMENT:** ABS, Side air bags, Head protection air bags, and ESC standard.
DRIVE WHEELS: Permanent 4WD.

RELIABILITY HISTORY										
TROUBLE SPOTS	Land Rover Range Rover									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$11,800 - $15,200
2007	$15,000 - $20,200
2008	$19,700 - $25,100
2009	$26,100 - $33,700
2010	$34,300 - $45,100
2011	$40,700 - $54,100
2012	$53,300 - $85,300
2013	$75,800 - $118,100
2014	$86,500 - $140,400
2015	$95,200 - $174,000

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Land Rover Range Rover Evoque

SPORT-UTILITY VEHICLE

The compact Evoque is based on the LR2 and offered in two- and four-door versions. Overall, the Evoque is more about style than functionality. Interior room and visibility are sacrificed for the striking silhouette. Its Ford-supplied 240-hp, 2.0-liter turbocharged four-cylinder is mated to a six-speed automatic, (nine-speed from 2014) and returned 21 mpg overall in our tests. Acceleration and fuel economy are commendable, but the ride is choppy, and noise levels are elevated. Controls are a bit quirky, which is typical of Land Rover. Routine handling is quite agile but can become disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability, uncommon in this class.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY	
TROUBLE SPOTS	Land Rover Range Rover Evoque 06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	

PRICES	
2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$33,000 - $41,600
2013	$36,900 - $47,600
2014	$39,600 - $53,600
2015	$41,200 - $55,100

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Land Rover Range Rover Sport

SPORT-UTILITY VEHICLE

The Sport is actually based on the Land Rover LR4 rather than the high-end Range Rover. It's still a luxurious midsized SUV. The five-passenger interior is festooned with leather, wood trim, and luxury amenities, including active cruise control and rear DVD screens. A 4.4-liter V8 is standard, while a supercharged 4.2-liter V8 is optional. While competent enough, the Sport lacks the sporty handling of some competitors. Off-road capability is acceptable, although the 19-inch tires don't lend themselves to that task. 2010 brought new 5.0-liter V8 engines. An impressive redesign arrived for 2014, bringing an eight-speed automatic and supercharged V6 and V8 engines that deliver immediate thrust. We averaged 17 mpg with the base V6. Handling is taut and agile, but the ride is stiff and choppy.

REDESIGN/FRESHENING: 2006, 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Permanent 4WD.

RELIABILITY HISTORY	
TROUBLE SPOTS	Land Rover Range Rover Sport 06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	

PRICES	
2006	$16,200 - $17,400
2007	$18,500 - $21,100
2008	$20,900 - $24,300
2009	$26,000 - $33,200
2010	$32,900 - $39,300
2011	$37,700 - $48,000
2012	$44,400 - $64,800
2013	$54,300 - $72,500
2014	$66,500 - $88,800
2015	$74,200 - $99,100

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Lexus CT 200h

UPSCALE CAR

The CT 200h hybrid aims to be a small, sporty, luxury car with excellent fuel economy. Though not a bad vehicle, it doesn't live up to all those promises or to the Lexus standard. Powered by the same 134-hp, four-cylinder hybrid powertrain as the Prius, the CT gets 40 mpg. While commendable, that is four mpg less than the roomier Toyota while delivering similar leisurely acceleration. Handling is responsive enough, but the ride is stiff and choppy. The cabin is cramped and admits too much engine and road noise. Tight rear seats, limited cargo capacity, and an impeded rear view don't help. The interior has some nice touches but falls short of being luxurious.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus CT 200h									
	06	07	08	09	10	11	12	13	14	15
Engine, Major						●	●	●	●	*
Engine Minor						●	◓	●	●	*
Engine Cooling						●	●	●	●	*
Trans. Major						●	●	●	●	*
Trans. Minor						●	●	●	●	*
Drive System						●	●	●	●	*
Fuel System						●	●	●	●	*
Electrical						●	●	●	●	*
Climate System						●	●	●	●	*
Suspension						●	●	●	●	*
Brakes						●	●	●	●	*
Exhaust						●	●	●	●	*
Paint/Trim						◓	●	●	◒	*
Noises & Leaks						◓	○	○	◓	*
Body Hardware						◓	●	●	●	*
Power Equip.						●	●	●	●	*
In-Car Electr.						◓	●	●	◓	*
USED CAR VERDICTS						●	●	●	●	*
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$16,800 - $19,700
2012	$18,200 - $21,100
2013	$21,300 - $24,400
2014	$23,900 - $27,200
2015	$26,600 - $30,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Lexus ES

UPSCALE CAR

Solid and sedate, the ES did just about everything well in our tests, and later iterations, the ES 330 and ES 350, kept pace. The V6 provided powerful acceleration, the transmission shifted flawlessly, and the ride is isolated and composed. Handling is far from sporty but ultimately secure and the cabin is exceptionally quiet. The front seats are supportive, but the rear is crowded for three. The 2007 redesign brought a 3.5-liter V6 and six-speed automatic, continuing the tradition of seamless powertrains. Its high rear deck makes the backup camera included with the navigation system a desirable feature. A redesign and a hybrid version arrived for 2013. The V6 remains slick and powerful, and returns a good 25 mpg overall. The hybrid delivers ample zip, while squeezing out an excellent 36 mpg overall and 44 on the highway. **RELATED MODELS:** Toyota Camry.

REDESIGN/FRESHENING: 2007, 2013. **SAFETY EQUIPMENT:** ABS and side air bags standard. Head protection air bags standard. Rear side air bags available from 2007. ESC available, standard from 2007.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus ES									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	◓	●	●	●	●	●	●	●	●
Engine Cooling	●	◓	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	◓	●	●	●	●	●	●	●	●	●
Drive System	●	◓	◓	●	●	●	●	●	●	●
Fuel System	◓	●	●	●	●	●	●	●	●	●
Electrical	◓	○	●	●	●	●	●	●	●	●
Climate System	●	◓	●	●	●	●	●	●	●	●
Suspension	●	●	●	◓	●	●	◓	●	●	●
Brakes	●	◓	◓	◓	●	●	●	●	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	●	◓	○	●	◓	●	●	●	●	●
Noises & Leaks	●	●	●	●	●	●	●	●	●	●
Body Hardware	◓	◓	◓	●	●	●	●	●	●	●
Power Equip.	○	◓	◓	●	●	●	●	●	●	●
In-Car Electr.	●	◓	◓	◓	●	◓	●	●	●	◓
USED CAR VERDICTS	●	◓	●	●	●	●	●	●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$10,800 - $10,800
2007	$12,300 - $12,300
2008	$13,400 - $13,400
2009	$15,800 - $15,800
2010	$18,400 - $18,400
2011	$21,200 - $21,200
2012	$24,700 - $24,700
2013	$31,400 - $32,900
2014	$34,800 - $34,800
2015	$36,400 - $37,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/◓
2007	Good	●/●	●/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	NT	NT
2012	Good	◓/◓	●/◒
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	◓/●

Lexus GS

LUXURY CAR

The rear-wheel drive GS offers powerful engines but historically hasn't been a great sports sedan. Handling is unexceptional and the suspension transmits stiff kicks from road bumps. The sunroof makes head room tight. The interior is neat and functional but strangely antiseptic. A 2006 redesign brought a stiff ride and handling that is far from sporty or engaging. Expect a snug cabin with tight headroom. The V6 isn't as strong as some competitors; a V8 is optional. A hybrid arrived for 2007. The 2013 redesign finally transformed the car. Handling is sporty, the ride is supple and controlled, and the cabin is roomy, comfortable, and nicely furnished. A mouselike controller is used to operate the cumbersome infotainment system. AWD is available.

REDESIGN/FRESHENING: 2006, 2013. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard. Head protection air bags standard. Rear side air bags available from 2007. **DRIVE WHEELS:** Rear, AWD available from 2006.

RELIABILITY HISTORY

TROUBLE SPOTS Lexus GS	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	●	*	*	*		●	●	●
Engine Minor	◓	○	●	*	*	*		●	●	●
Engine Cooling	●	○	●	*	*	*		●	●	●
Trans. Major	◓	●	●	*	*	*		●	●	●
Trans. Minor	○	●	●	*	*	*		●	●	●
Drive System	○	●	●	*	*	*		●	●	●
Fuel System	◒	○	◓	*	*	*		●	●	●
Electrical	◒	●	●	*	*	*		●	●	●
Climate System	◓	●	●	*	*	*		●	●	●
Suspension	●	●	○	*	*	*		●	●	●
Brakes	◓	○	○	*	*	*		◓	●	●
Exhaust	◒	◓	○	*	*	*		●	●	●
Paint/Trim	◓	◓	○	*	*	*		●	●	●
Noises & Leaks	◓	○	●	*	*	*		◓	●	●
Body Hardware	●	◓	◓	*	*	*		●	●	●
Power Equip.	◒	○	◓	*	*	*		◓	●	◓
In-Car Electr.	◒	●	○	*	*	*		◓	◓	●
USED CAR VERDICTS	○	◓	●	*	*	*		●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$11,900 - $12,900
2007	$14,000 - $15,400
2008	$16,900 - $18,800
2009	$19,600 - $22,300
2010	$22,500 - $26,600
2011	$26,300 - $31,900
2012	-
2013	$36,800 - $40,900
2014	$41,600 - $42,700
2015	$45,700 - $49,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	—	—	—
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Lexus GX

SPORT-UTILITY VEHICLE

The GX shares a platform with the Toyota 4Runner, and slots in size and price between the RX and the huge LX. Like the LX, it's a body-on-frame design with a live rear axle. It has three rows of seats and can accommodate eight. It shares the LX's smooth and quiet V8 powertrain as well as many of the LX's luxury appointments. The ride is comfortable and quiet but uneven pavement can cause side-to-side rocking.. Cornering is less than agile. Interior fit and finish is impressive. Full-time 4WD, a hill-descent feature, and a system that prevents roll-back on steep ascents help make it competent off-road. The redesigned 2010 model has a 4.6-liter V8. The ride is quiet and comfortable and off-road capability is commendable. Handling feels ponderous in corners even at moderate speeds. **RELATED MODELS:** Toyota 4Runner.

REDESIGN/FRESHENING: 2003, 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS Lexus GX	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	*	*	*	*	●	●	●
Engine Minor	●	●	●	*	*	*	*	●	●	●
Engine Cooling	○	●	◓	*	*	*	*	●	●	●
Trans. Major	◓	●	●	*	*	*	*	●	●	●
Trans. Minor	●	●	●	*	*	*	*	●	●	●
Drive System	○	◓	●	*	*	*	*	●	●	●
Fuel System	◓	●	○	*	*	*	*	●	●	●
Electrical	●	◓	●	*	*	*	*	●	●	●
Climate System	●	◓	◓	*	*	*	*	●	●	●
Suspension	◓	●	◓	*	*	*	*	●	○	●
Brakes	◓	◓	○	*	*	*	*	◒	●	●
Exhaust	●	●	●	*	*	*	*	●	●	●
Paint/Trim	◓	●	○	*	*	*	*	●	●	●
Noises & Leaks	●	◓	◓	*	*	*	*	◓	●	●
Body Hardware	◓	●	○	*	*	*	*	●	●	●
Power Equip.	○	○	◓	*	*	*	*	●	●	●
In-Car Electr.	●	◓	●	*	*	*	*	●	○	◓
USED CAR VERDICTS	◓	●	●	*	*	*	*	●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$16,000 - $16,000
2007	$18,300 - $18,300
2008	$21,300 - $21,300
2009	$24,300 - $24,300
2010	$29,300 - $32,500
2011	$33,400 - $37,300
2012	$38,400 - $41,900
2013	$42,700 - $46,600
2014	$47,900 - $51,500
2015	$51,700 - $55,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Lexus HS Hybrid

UPSCALE CAR

The HS 250h is a bit smaller than the Toyota Camry but uses the Camry hybrid's powertrain. Unlike other Lexuses the HS feels unrefined, with a jiggly ride and intrusive wind and drivetrain noise. The steering feels vague, but handling is very secure. In our tests of the HS we got 31 mpg overall. Inside, the HS is well finished and comes with a long menu of standard features, but the cabin is narrow and the protruding center console takes up too much room. 2012 was the last year for the HS.

REDESIGN/FRESHENING: 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus HS Hybrid									
	06	07	08	09	10	11	12	13	14	15
Engine, Major					●	*	●			
Engine Minor					●	*	●			
Engine Cooling					●	*	●			
Trans. Major					●	*	●			
Trans. Minor					●	*	●			
Drive System					●	*	●			
Fuel System					●	*	●			
Electrical					●	*	●			
Climate System					●	*	●			
Suspension					◓	*	●			
Brakes					●	*	●			
Exhaust					●	*	●			
Paint/Trim					◓	*	●			
Noises & Leaks					●	*	●			
Body Hardware					●	*	●			
Power Equip.					●	*	●			
In-Car Electr.					◓	*	●			
USED CAR VERDICTS					●	*	●			
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$17,000 - $17,800
2011	$19,700 - $20,700
2012	$22,100 - $23,300
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	—	—	—
2014	—	—	—
2015	—	—	—

Lexus IS

UPSCALE CAR

The IS was redesigned in 2006 and brought two different V6 engines and available all-wheel drive. It is plush and quiet, but not very sporty. Handling is secure, but the steering is short on feedback. While the front cabin grew a bit, the rear remained very cramped. A high-performance V8 model was introduced for 2008 and a hard-top convertible is available. A 2014 redesign aimed at competing with the BMW 3 Series fell flat. This version isn't very sporty, fun to drive, or luxurious. Worse, it still has a tight interior and mediocre fuel economy. F Sport models have some sporty touches but still fall short of the driving engagement of better compact sedans.

REDESIGN/FRESHENING: 2006, 2014. **SAFETY EQUIPMENT:** ABS and side air bags standard. Head protection air bags standard. ESC standard. **DRIVE WHEELS:** Rear, AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus IS									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	*	●	●
Engine Minor	◒	○	◓	●	◓	●	●	*	●	●
Engine Cooling	◓	◓	○	○	●	●	●	*	●	●
Trans. Major	●	●	●	◓	●	●	●	*	●	●
Trans. Minor	◓	●	●	●	●	●	●	*	●	●
Drive System	○	◒	○	●	●	◓	●	*	●	●
Fuel System	◓	◓	○	○	◓	◓	●	*	●	●
Electrical	○	●	◓	◓	●	●	●	*	●	●
Climate System	●	◓	●	●	●	●	●	*	●	●
Suspension	◓	●	●	◓	●	◓	●	*	●	●
Brakes	◓	◓	◓	●	◓	●	●	*	●	●
Exhaust	●	◒	◓	●	●	●	●	*	●	●
Paint/Trim	●	◓	◓	●	◓	●	●	*	●	●
Noises & Leaks	◓	◓	◓	◒	●	◓	●	*	●	◓
Body Hardware	●	●	●	○	●	◓	●	*	●	●
Power Equip.	◓	○	◓	●	◓	●	◓	*	◓	●
In-Car Electr.	●	●	○	●	◓	○	●	*	●	◓
USED CAR VERDICTS	○	○	○	○	●	●	●	*	◓	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$10,900 - $11,600
2007	$12,700 - $13,300
2008	$14,400 - $29,000
2009	$16,700 - $31,100
2010	$19,100 - $34,100
2011	$21,600 - $37,800
2012	$24,300 - $42,000
2013	$27,300 - $47,500
2014	$32,500 - $52,700
2015	$37,400 - $45,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	◓/◓	●/◓
2009	Good	◓/◓	●/◓
2010	Good	◓/◓	●/◓
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	◓/◓	◓/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Lexus LS

LUXURY CAR

Lexus' flagship is a sedate freeway cruiser that glides comfortably over bumps and is filled with luxury features. It emphasizes quietness and road isolation. All seating positions are extremely comfortable, and options include heated, massaging, power-reclining rear seats. Handling is sound but don't confuse this with a luxury sports sedan. Body lean is pronounced. Unlike most of its competitors, the controls are user-friendly. The 2007 redesign didn't change the formula much. Engines grew in displacement and an eight-speed automatic became standard. Hybrid, all-wheel drive, and long-wheelbase versions are available. It is still more of a luxury liner than a driver's car. 2013 brought a freshening with a new infotainment system.

REDESIGN/FRESHENING: 2001, 2007. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard. Head protection air bags standard. Rear side air bags available from 2007. **DRIVE WHEELS:** Rear. AWD available from 2007.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus LS									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	◓	●	●	●	●	●	*
Engine Minor	●	◓	○	●	●	●	●	●	●	*
Engine Cooling	◓	○	○	◓	●	●	●	●	●	*
Trans. Major	●	●	●	◓	●	●	◓	●	●	*
Trans. Minor	●	●	●	●	●	●	●	●	●	*
Drive System	●	◓	●	◓	●	●	◓	●	●	*
Fuel System	●	◒	◒	○	◓	●	●	●	●	*
Electrical	◓	◓	●	◓	●	●	●	●	●	*
Climate System	●	●	◓	●	◓	●	●	●	●	*
Suspension	◓	○	○	●	◒	●	●	●	●	*
Brakes	●	◓	○	●	◓	●	●	◓	●	*
Exhaust	●	●	◓	●	●	●	●	●	●	*
Paint/Trim	◓	◓	○	●	◓	●	●	●	●	*
Noises & Leaks	●	◓	○	○	◓	◓	●	●	○	*
Body Hardware	◓	◒	●	◓	●	●	●	●	●	*
Power Equip.	◓	◓	◓	◓	●	●	●	◓	◓	*
In-Car Electr.	◓	○	◒	○	●	●	●	●	○	*
USED CAR VERDICTS	●	◓	◓	○	●	●	●	●	◓	*
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$16,100 - $16,100
2007	$20,500 - $22,400
2008	$23,200 - $25,400
2009	$25,700 - $32,900
2010	$30,100 - $42,600
2011	$35,400 - $53,900
2012	$43,400 - $65,400
2013	$58,400 - $77,900
2014	$65,600 - $91,000
2015	$71,700 - $105,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Lexus LX

SPORT-UTILITY VEHICLE

Lexus uses a rebadged, upscale Toyota Land Cruiser for its top-trim SUV. Dubbed the LX, it is one of the few SUVs that manages to be both capable off-road and civilized on pavement. It has a slick powertrain, a comfortable ride, and a quiet, nicely appointed cabin. Added features over the Land Cruiser include a height-adjustable air suspension and a power-adjustable steering wheel. Five adults can fit quite comfortably, and cargo space is generous. A 2008 redesign brought a 5.7-liter V8 engine and a power folding third-row seat, which takes up cargo room. Our tested Land Cruiser only got 14 mpg overall, but was impressive off road. The crawl mode manages throttle and braking over tough terrain. **RELATED MODELS:** Toyota Land Cruiser.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS, ESC, Side and head protection air bags standard. Rear side air bags standard from 2008. **DRIVE WHEELS:** Permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus LX									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$18,900 - $22,200
2007	$23,100 - $26,700
2008	$31,100 - $35,400
2009	$34,600 - $39,100
2010	$40,300 - $45,100
2011	$45,900 - $51,600
2012	-
2013	$61,400 - $68,500
2014	$69,800 - $77,700
2015	$74,500 - $82,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	—	—	—
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Lexus RX

SPORT-UTILITY VEHICLE

While it may not be as sporty to drive as more athletic competitors from Audi, BMW and Mercedes-Benz, the RX offers a cabin that's just as quiet and plush but with Lexus's proven track record of peerless reliability. The V6 is refined and responsive, and returned 19 mpg overall in our tests. The hybrid model debuted for 2006 and delivered 23 mpg overall, but that mileage improvement comes at a big price increase over the non-hybrid. The 2010 redesign brought even better fuel economy for both versions but handling became more lackluster, with steering that gives little feedback. Emergency handling is ultimately secure, however. Inside is a well-finished, quiet and comfortable interior with room for five. The infotainment system uses a convoluted mouselike controller. **RELATED MODELS:** Toyota Highlander.

REDESIGN/FRESHENING: 2004, 2010. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard. Head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus RX									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	◓	◓	◓	●	●	●	●	●	●
Engine Cooling	◓	◓	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	◓	◓	◓	◓	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●
Electrical	◓	◒	◓	●	●	●	●	●	●	●
Climate System	◓	◓	◓	●	●	●	●	●	●	●
Suspension	◓	◓	○	◒	◓	○	◓	●	●	●
Brakes	●	◓	◓	◓	●	●	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	○	○	◓	●	◓	◓	●	●	●	●
Noises & Leaks	◓	◓	◓	●	◓	◓	◓	◓	◓	●
Body Hardware	◓	●	◓	●	●	●	●	●	●	●
Power Equip.	◓	◓	◓	◓	●	●	●	●	●	●
In-Car Electr.	◓	○	◓	◓	◓	◓	●	●	●	●
USED CAR VERDICTS	●	◓	●	●	●	●	●	●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$11,600 - $14,600
2007	$13,600 - $15,800
2008	$15,200 - $18,300
2009	$17,600 - $19,000
2010	$22,200 - $25,000
2011	$26,700 - $29,800
2012	$29,500 - $34,000
2013	$33,900 - $40,400
2014	$37,100 - $44,200
2015	$43,100 - $46,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	●/●
2007	Good	●/◓	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/◓	●/◓
2012	Good	◓/◓	●/◓
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Lexus SC

CONVERTIBLE

The SC 430 convertible comes with a retractable hard top, offering open-air cruising, but it was never as sporty or as luxurious as other cars in its class. The SC's cabin was impeccably finished, but was very cramped inside. Coupled with the car's stiff, fidgety ride, we found the SC to be a big disappointment. The body leans noticeably in corners, and the steering lacks feedback. The 4.3-liter V8 engine is smooth and refined, but not as quick as some other luxury sports cars. It does return decent overall fuel economy, however, at 21 mpg overall on premium. The six-speed automatic transmission shifts smoothly. Rear seats are useful only for packages. 2010 was the last year for the SC.

REDESIGN/FRESHENING: 2002. **SAFETY EQUIPMENT:** ABS standard. ESC standard. Side air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus SC									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$18,700 - $19,700
2007	$19,500 - $22,500
2008	$22,600 - $25,600
2009	$26,500 - $29,500
2010	$31,200 - $35,200
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Lincoln MKS

LUXURY CAR

This Ford Taurus-based sedan debuted in 2009 with a 3.7-liter V6 that provides good power but isn't particularly refined. In lieu of a V8, a turbocharged V6 is available, as is all-wheel-drive. The ride is comfortable but not always settled. Handling is secure but lacks agility, and none of the three-mode suspension settings are ideal. The interior is roomy, but the driving position and foot well are narrow. Despite some nice interior materials, some details come up short. A short opening limits the usefulness of the otherwise huge trunk, and a high rear deck restricts rear visibility. More recent models gained the MyLincoln Touch infotainment system, which is convoluted and frustrating to use. **RELATED MODELS:** Ford Taurus.

REDESIGN/FRESHENING: 2009, 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln MKS								
	06	07	08	09	10	11	12	13	14	15
Engine, Major				●	*	*	*	●	*	*
Engine Minor				●	*	*	*	●	*	*
Engine Cooling				●	*	*	*	●	*	*
Trans. Major				●	*	*	*	●	*	*
Trans. Minor				●	*	*	*	●	*	*
Drive System				●	*	*	*	●	*	*
Fuel System				◓	*	*	*	●	*	*
Electrical				●	*	*	*	●	*	*
Climate System				◒	*	*	*	○	*	*
Suspension				◓	*	*	*	◓	*	*
Brakes				●	*	*	*	●	*	*
Exhaust				●	*	*	*	●	*	*
Paint/Trim				●	*	*	*	◓	*	*
Noises & Leaks				●	*	*	*	◓	*	*
Body Hardware				●	*	*	*	●	*	*
Power Equip.				◓	*	*	*	○	*	*
In-Car Electr.				●	*	*	*	●	*	*
USED CAR VERDICTS				◓	*	*	*	○	*	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	$14,500 - $15,800
2010	$17,100 - $20,100
2011	$19,800 - $22,900
2012	$22,500 - $26,000
2013	$25,600 - $29,300
2014	$28,800 - $32,800
2015	$32,000 - $37,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Lincoln MKT

SPORT-UTILITY VEHICLE

This big three-row SUV is based on the Ford Flex and has a very roomy, plush, and quiet interior along with many luxury amenities. However, the view out and the driving position are compromised by its styling. The third-row seats are best suited for kids. Base models are powered by a 3.7-liter V6. The up-level engine is a turbocharged V6, making it quick while returning 18 mpg overall. The ride is comfortable, but handling lacks agility, and the MKT is cumbersome at its cornering limits. A wide turning circle hampers maneuverability. **RELATED MODELS:** Ford Flex.

REDESIGN/FRESHENING: 2010, 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln MKT								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	NA7									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$19,800 - $22,000
2011	$22,000 - $24,200
2012	$24,200 - $27,400
2013	$26,300 - $31,700
2014	$29,100 - $34,500
2015	$32,400 - $38,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Lincoln MKX

SPORT-UTILITY VEHICLE

Lincoln's first midsize SUV came with a smooth, strong 302-hp V8 and five-speed automatic. A standard third row expands seating to seven and folds flat into the floor when not in use. . The premium price buys lots of leather, wood, and a quiet cabin. The Aviator was discontinued after 2005. Its replacement, the car-based MKX, arrived in 2007. A luxurious version of the Ford Edge, the MKX uses Ford's 3.5-liter V6 and six-speed automatic, a combination that delivered strong performance. The ride is comfortable, but handling lacks agility. Rear visibility isn't very good. The MyLincoln Touch infotainment system on more recent versions is distracting and tedious to use. The cabin is nicely appointed and relatively quiet, but doesn't match up to the $50,000 price tag when new. **RELATED MODELS:** Ford Edge.

REDESIGN/FRESHENING: 2007, 2011, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Lincoln MKX	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	✶	●	●	●	●	●	●	✶
Engine Minor	◓	◓	✶	●	●	●	●	●	●	✶
Engine Cooling	◒	●	✶	●	●	●	●	●	●	✶
Trans. Major	◒	◒	✶	●	●	●	●	●	●	✶
Trans. Minor	●	◒	✶	●	○	◒	◓	●	●	✶
Drive System	○	●	✶	●	●	●	●	●	●	✶
Fuel System	●	●	✶	◓	●	●	●	●	●	✶
Electrical	◓	●	✶	◓	●	●	●	●	●	✶
Climate System	○	◓	✶	●	●	●	●	◓	●	✶
Suspension	●	◓	✶	○	◒	●	●	●	○	✶
Brakes	●	○	✶	●	◒	○	◓	●	●	✶
Exhaust	●	●	✶	●	●	●	●	●	●	✶
Paint/Trim	●	●	✶	●	◓	●	●	●	●	✶
Noises & Leaks	○	◓	✶	○	◓	◓	◓	◓	○	✶
Body Hardware	●	◓	✶	◓	○	●	●	●	●	✶
Power Equip.	◓	●	✶	●	◒	◒	◓	●	●	✶
In-Car Electr.	◒	◓	✶	◒	●	●	○	◒	●	✶
USED CAR VERDICTS	○	○	✶	◓	○	◓	◓	●	●	✶
NEW CAR PREDICTION	New									

PRICES

2006	-
2007	$9,100 - $10,500
2008	$12,200 - $13,800
2009	$13,600 - $15,700
2010	$16,900 - $19,100
2011	$23,000 - $25,200
2012	$25,900 - $28,000
2013	$29,700 - $31,800
2014	$34,200 - $36,300
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/◓	●/●
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	●/◓	●/●
2011	Good	○/○	●/●
2012	Good	○/○	●/●
2013	Good	○/○	●/●
2014	Good	○/○	●/●
2015	Good	○/○	●/●

Lincoln MKZ, Zephyr

UPSCALE CAR

The front-drive Zephyr sedan arrived for 2006. Handling is secure, but not sporty. The ride is firm, supple, and controlled. The turning circle, however, is wide. The interior is trimmed in leather and wood, with styling reminiscent of past Lincolns. For 2007 an all-wheel-drive version was introduced and the car was renamed MKZ. A 2010 freshening saw improvements to the turning circle, improved interior materials, and a quieter cabin. The ride grew more supple and controlled, and handling more responsive. A hybrid arrived in 2011. The 2013 redesign brought a whole new car, with a far more luxurious interior and a turbo four-cylinder in addition to V6 and hybrid engines. But the MyLincoln Touch infotainment system is cumbersome to use. **RELATED MODELS:** Ford Fusion, Mercury Milan.

REDESIGN/FRESHENING: 2006, 2013. **SAFETY EQUIPMENT:** ABS standard. Side and head protection air bags available, standard from 2007. ESC standard from 2009. **DRIVE WHEELS:** Front. AWD available from 2007.

RELIABILITY HISTORY

TROUBLE SPOTS: Lincoln Zephyr, MKZ	06	07	08	09	10	11	12	13	14	15
Engine, Major	✶	●	●	●	●	●	●	●	●	●
Engine Minor	✶	●	●	●	●	●	●	●	●	●
Engine Cooling	✶	●	●	◓	●	●	●	●	●	●
Trans. Major	✶	●	●	●	●	●	●	●	●	●
Trans. Minor	✶	●	●	●	●	●	●	●	●	●
Drive System	✶	◒	◒	●	●	●	●	◓	◓	●
Fuel System	✶	●	●	●	●	●	●	●	◓	●
Electrical	✶	◓	○	●	●	●	◓	◓	●	●
Climate System	✶	◒	◓	●	◓	◓	◓	◓	●	●
Suspension	✶	◓	○	○	●	○	◓	◓	●	●
Brakes	✶	◒	◓	●	◒	●	◓	●	●	●
Exhaust	✶	●	●	●	●	●	●	●	●	●
Paint/Trim	✶	●	○	●	●	◓	◓	◓	●	●
Noises & Leaks	✶	●	◓	◓	◓	◓	◓	◒	◓	◓
Body Hardware	✶	◓	○	◓	◓	◓	●	○	●	●
Power Equip.	✶	◓	●	●	●	●	◓	●	○	●
In-Car Electr.	✶	◓	◓	◒	●	◓	◒	●	●	●
USED CAR VERDICTS	✶	◓	◓	●	◓	◓	◓	●	○	●
NEW CAR PREDICTION	Average ○									

PRICES

2006	$6,900 - $6,900
2007	$8,100 - $8,600
2008	$9,500 - $10,000
2009	$10,800 - $11,400
2010	$13,200 - $14,000
2011	$14,600 - $16,100
2012	$17,300 - $18,700
2013	$26,000 - $27,200
2014	$27,800 - $30,400
2015	$28,700 - $32,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	●/◓
2007	Good	◓/◓	●/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	◓/○	●/○
2012	Good	◓/○	●/○
2013	Good	●/◓	○/●
2014	Good	●/◓	○/●
2015	Good	●/◓	○/●

Lincoln Navigator

SPORT-UTILITY VEHICLE

The Navigator is an upgraded Ford Expedition with leather and wood interior trim, seating for eight, and a selectable 4WD system that could be left permanently engaged. A redesign for 2003 improved the ride and handling. The cabin is quiet, and both rows of rear seats are comfortable and spacious for three adults - unusual with any SUV. In 2007 the Navigator was freshened, receiving a six-speed automatic transmission. The power-operated third-row seat folds flat into the floor, and the Navigator L is 15 inches longer, bringing significantly more cargo room. Another freshening in 2015 brought a turbocharged six-cylinder in place of the V8. **RELATED MODELS:** Ford Expedition.

REDESIGN/FRESHENING: 2003, 2007, 2015. **SAFETY EQUIPMENT:** ABS and side air bags standard. Head protection air bags standard from 2003. ESC available from 2003, standard from 2005. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln Navigator 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$11,100 - $12,800
2007	$13,800 - $17,100
2008	$16,500 - $19,800
2009	$20,900 - $24,700
2010	$24,700 - $27,900
2011	$30,100 - $34,500
2012	$35,600 - $38,800
2013	$38,800 - $42,600
2014	$42,100 - $49,600
2015	$58,200 - $64,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	●/●	NT
2007	NT	●/●	NT
2008	NT	●/●	●/●
2009	NT	●/●	●/●
2010	NT	●/●	●/●
2011	NT	NT	NT
2012	NT	○/◓	●/●
2013	NT	○/◓	●/●
2014	NT	○/◓	●/●
2015	NT	●/●	●/●

Lincoln Town Car

LARGE CAR

Long a favorite with car services, the Town Car's V8, long hood, and stately appearance maintains the tradition of domestic luxury cruisers. Built on an old-school full frame, with rear-wheel drive and a host of electronic and convenience features, the Town Car delivers a fairly comfortable ride but lacks the sophistication of more up-to-date luxury cars. Handling is secure but rather clumsy and its 4.6-liter V8 is somewhat noisy and unrefined. The rear seat can hold three adults comfortably, and even more room is available in the extended Signature model. With steep depreciation the Town Car a fair used car for those who don't mind a very dated design. **RELATED MODELS:** Ford Crown Victoria, Mercury Grand Marquis.

REDESIGN/FRESHENING: 1998. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. ESC not available. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln Town Car 06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	*	*	*	*				
Engine Minor	●	●	*	*	*	*				
Engine Cooling	●	●	*	*	*	*				
Trans. Major	◓	●	*	*	*	*				
Trans. Minor	●	●	*	*	*	*				
Drive System	●	●	*	*	*	*				
Fuel System	○	●	*	*	*	*				
Electrical	●	●	*	*	*	*				
Climate System	●	●	*	*	*	*				
Suspension	◒	○	*	*	*	*				
Brakes	◓	○	*	*	*	*				
Exhaust	●	●	*	*	*	*				
Paint/Trim	◓	◒	*	*	*	*				
Noises & Leaks	◓	●	*	*	*	*				
Body Hardware	◓	●	*	*	*	*				
Power Equip.	○	●	*	*	*	*				
In-Car Electr.	●	◒	*	*	*	*				
USED CAR VERDICTS	◓	○	*	*	*	*				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,000 - $11,200
2007	$7,600 - $12,900
2008	$8,700 - $15,300
2009	$10,800 - $17,600
2010	$13,800 - $22,300
2011	$17,600 - $26,100
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mazda B-Series

PICKUP TRUCK

This compact pickup is a Ford Ranger with a Mazda nameplate and minor exterior differences. The ride is stiff and choppy, but the steering is relatively responsive. The extended cab with its four doors is a worthwhile option for the extra luggage space it brings, but not even children will be happy for long in the small jump seats. The 3.0-liter V6 is pleasant enough and adequately powerful. An overhead-cam 4.0-liter V6 and a 2.3-liter four-cylinder are also available. Handling is relatively good. The B Series was discontinued after 2009. **RELATED MODELS:** Ford Ranger.

REDESIGN/FRESHENING: , 1998. **SAFETY EQUIPMENT:** ABS standard. ESC not available. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS: Mazda B-Series	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●						
Engine Minor	◓	●	●	◓						
Engine Cooling	◓	●	●	●						
Trans. Major	◓	●	●	●						
Trans. Minor	◓	◒	◓	●						
Drive System	●	◓	●	◓						
Fuel System	○	●	○	◓						
Electrical	○	●	◓	◓						
Climate System	◓	◒	●	●						
Suspension	◒	◓	◓	●						
Brakes	◓	◒	◓	●						
Exhaust	●	●	●	●						
Paint/Trim	○	○	○	◓						
Noises & Leaks	◓	◓	◓	◓						
Body Hardware	◓	◓	○	◓						
Power Equip.	●	●	◓	○						
In-Car Electr.	●	◓	●	●						
USED CAR VERDICTS	○	◓	◓	●						
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,400 - $9,400
2007	$6,500 - $10,600
2008	$7,500 - $12,000
2009	$8,600 - $12,000
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	◓/NA
2007	Accept.	●/◓	◓/NA
2008	Accept.	●/◓	◓/NA
2009	Accept.	●/◓	◓/NA
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mazda CX-5

SPORT-UTILITY VEHICLE

The CX-5 is competitive among small SUVs and an excellent used-car choice. Handling is taut and agile, with quick, well weighted steering that makes the CX-5 fun to drive. But we found the ride is a bit stiff and the cabin is loud. On early models the 2.0-liter four-cylinder engine returned an impressive 25 mpg overall in our tests, but it feels underpowered when merging or climbing hills. It's slow at launch and requires prodding to keep up with traffic. Look for a model with the 2.5-liter four-cylinder, which returns the same fuel economy but has much better response. The six-speed automatic is smooth; a six-speed manual is available on front-drive versions. The cabin is roomy and versatile, and the controls are simple to use. Many CX-5s came with an optional blind-spot detection system, a worthwhile feature.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Mazda CX-5	06	07	08	09	10	11	13	14	15	16
Engine, Major							●	●	●	●
Engine Minor							●	●	●	●
Engine Cooling							●	●	●	●
Trans. Major							●	●	●	●
Trans. Minor							●	●	●	●
Drive System							●	●	●	●
Fuel System							●	●	●	●
Electrical							●	●	●	●
Climate System							●	●	●	●
Suspension							●	●	●	●
Brakes							●	●	●	●
Exhaust							●	●	●	●
Paint/Trim							●	●	●	●
Noises & Leaks							◓	●	●	●
Body Hardware							●	●	●	●
Power Equip.							◓	◓	●	●
In-Car Electr.							○	◒	○	●
USED CAR VERDICTS							●	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$15,000 - $22,400
2014	$17,400 - $24,900
2015	$22,500 - $27,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	●/◓	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Mazda CX-7

SPORT-UTILITY VEHICLE

The CX-7 has coupe-like styling and a turbocharged, four-cylinder engine. Handling is agile and secure. The ride is fairly stiff and road noise is pronounced. We found the CX-7 delivered ample midrange power, but there was a frustrating and disconcerting initial lag at low revs, which Mazda dealers can partially reduce. Fuel economy averaged a mediocre 18 mpg in our tests. The interior well put together but some materials feel cheap. The firm front seats are generally supportive. The rear seat is not very roomy and is too low. The optional backup camera is an asset, but the navigation system compromises the radio controls. 2012 was the last year for the CX-7.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda CX-7								
	06	07	08	09	10	11	12	13	14	15
Engine, Major		*	*	*	○	●	*			
Engine Minor		*	*	*	○	●	*			
Engine Cooling		*	*	*	●	●	*			
Trans. Major		*	*	*	●	●	*			
Trans. Minor		*	*	*	●	●	*			
Drive System		*	*	*	◒	●	*			
Fuel System		*	*	*	○	◓	*			
Electrical		*	*	*	◒	●	*			
Climate System		*	*	*	◓	◓	*			
Suspension		*	*	*	●	◓	*			
Brakes		*	*	*	◓	●	*			
Exhaust		*	*	*	●	●	*			
Paint/Trim		*	*	*	●	●	*			
Noises & Leaks		*	*	*	◓	●	*			
Body Hardware		*	*	*	●	●	*			
Power Equip.		*	*	*	○	◓	*			
In-Car Electr.		*	*	*	●	◓	*			
USED CAR VERDICTS		*	*	*	◒	●	*			
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$6,300 - $7,800
2008	$7,400 - $8,900
2009	$8,800 - $10,600
2010	$11,200 - $15,100
2011	$12,700 - $20,600
2012	$14,100 - $22,400
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mazda CX-9

SPORT-UTILITY VEHICLE

The car-based, three-row CX-9 looks like a longer version of the CX-7 but is much nicer. Overall, it is a bit of a hidden gem. It's based on the stretched platform of the Ford Edge, but is quieter, more agile, and has a nicer interior with attractive trim. The third-row seat is small but relatively easy to access. Handling is taut and agile, and the ride is firm and steady, yet comfortable. Braking distances are a bit long. The 60/40-split second-row seats slide forward and rearward for greater second- or third-row leg room. It initially used Ford's punchy, 3.5-liter V6 engine but in 2008 it got a smoother, more refined 3.7-liter V6. The optional blind-spot warning system works well. The CX-9 performed poorly when tested in the IIHS small-overlap crash test.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda CX-9								
	06	07	08	09	10	11	12	13	14	15
Engine, Major		*	●	●	●	●	●	●	●	*
Engine Minor		*	●	●	●	●	●	●	●	*
Engine Cooling		*	●	●	●	●	●	●	●	*
Trans. Major		*	◓	●	◓	◓	●	●	●	*
Trans. Minor		*	●	●	●	●	●	◓	●	*
Drive System		*	◓	●	○	◒	○	●	◓	*
Fuel System		*	●	●	●	●	●	●	●	*
Electrical		*	●	●	●	●	●	●	●	*
Climate System		*	◒	◒	◓	●	●	●	●	*
Suspension		*	◒	○	◒	◓	●	●	●	*
Brakes		*	◒	●	●	○	○	●	●	*
Exhaust		*	●	●	●	●	◓	●	●	*
Paint/Trim		*	●	●	●	●	○	◓	●	*
Noises & Leaks		*	◓	◓	◓	◓	◒	○	◓	*
Body Hardware		*	●	●	●	●	●	●	●	*
Power Equip.		*	○	●	○	●	●	◓	●	*
In-Car Electr.		*	●	◓	◓	◓	◓	●	◒	*
USED CAR VERDICTS		*	◓	○	○	○	○	◓	◓	*
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	$9,600 - $11,100
2008	$10,700 - $12,200
2009	$12,400 - $13,900
2010	$14,700 - $16,200
2011	$16,400 - $21,900
2012	$18,100 - $24,700
2013	$19,500 - $27,000
2014	$22,600 - $30,100
2015	$25,900 - $33,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	○/○	●/●
2014	Good	○/○	●/●
2015	Good	○/○	●/●

Mazda MX-5 Miata

CONVERTIBLE

The Miata was redesigned for 1999, providing a glass rear window, non-retractable headlights, and a slight power increase. The five-speed manual shifts smoothly. Zesty performance, nimble handling, and precise steering continued to make this car as fun to drive as any sporty car available. A six-speed manual and a light exterior restyling arrived in 2001. A Mazdaspeed turbo version was new for 2004. The Miata was completely redesigned for 2006. It received a smidgen more interior space and trunk room, but you could still raise and lower the top from the driver's seat. A power retractable hard top is also available. The ride is tolerable, but just, and the constant road and engine noise can get tiring. Super-agile handling remains its long suit.

REDESIGN/FRESHENING: 2006, 2016. **SAFETY EQUIPMENT:** ABS available, standard. Side air bags standard. ESC available, standard from 2012. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda MX-5 Miata								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	●	●	●	●	●	●	*	*
Engine Minor	●	●	●	●	●	●	●	●	*	*
Engine Cooling	●	◓	●	●	●	●	●	●	*	*
Trans. Major	○	◓	◓	●	●	●	●	●	*	*
Trans. Minor	○	◓	◒	●	●	●	●	●	*	*
Drive System	●	●	●	●	●	◓	●	●	*	*
Fuel System	●	●	●	●	●	◓	●	●	*	*
Electrical	●	◓	●	●	●	●	●	●	*	*
Climate System	●	●	◓	●	●	●	●	●	*	*
Suspension	◓	●	●	○	●	●	●	●	*	*
Brakes	●	●	●	●	●	●	●	●	*	*
Exhaust	●	●	●	●	●	●	●	●	*	*
Paint/Trim	●	●	●	●	●	●	●	●	*	*
Noises & Leaks	◒	○	◒	●	●	○	●	●	*	*
Body Hardware	●	◓	○	●	●	●	●	●	*	*
Power Equip.	●	●	○	●	●	●	●	◒	*	*
In-Car Electr.	◒	◓	●	●	●	●	●	●	*	*
USED CAR VERDICTS	●	●	●	●	●	●	●	●	*	*
NEW CAR PREDICTION	New									

PRICES

2006	$8,500 - $8,500
2007	$9,300 - $11,100
2008	$10,900 - $12,300
2009	$11,700 - $13,800
2010	$13,200 - $14,900
2011	$14,400 - $19,200
2012	$15,500 - $21,200
2013	$17,900 - $23,000
2014	$20,200 - $23,800
2015	$23,400 - $27,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Mazda RX8

SPORTS/SPORTY CAR

Introduced for 2004, the RX-8 is a sporty coupe successor to the RX-7 with a Wankel rotary engine. While acceleration is not explosive, it is exceptionally smooth and responsive provided you keep the engine at mid-revs, which becomes natural and sounds invigorating. Handling is super agile, with quick, communicative steering. This truly fun-to-drive sports car doesn't beat you up all day and it can seat four. The rear-hinged rear doors make backseat access relatively easy. Fuel economy of 18 mpg was disappointing. 2011 was its last year.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC available. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda RX-8									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,300 - $7,500
2007	$7,100 - $7,400
2008	$8,200 - $8,500
2009	$9,400 - $10,300
2010	$11,600 - $12,400
2011	$13,400 - $15,700
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/●	◓/◓
2007	NT	◓/●	◓/◓
2008	NT	◓/●	◓/◓
2009	NT	◓/●	◓/◓
2010	NT	◓/●	◓/◓
2011	NT	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mazda Tribute

SPORT-UTILITY VEHICLE

Co-developed by Ford and Mazda, the Tribute was mechanically similar to the Ford Escape. Engine choices include an unimpressive 2.0-liter four-cylinder and a lively 3.0-liter, 200-hp V6. Major virtues include nimble handling, excellent brakes, commodious cabin space, and quick acceleration (in V6 models). Those are offset by a stiff ride, a noisy interior, and flimsy plastic trim. A tip-up in the government rollover test and a Poor in the IIHS side-crash test without side and curtain air bags are concerns. A freshening for the 2008 model year included standard electronic stability control and curtain air bags, which alleviated both problems. 2011 was the last year for the Tribute. **RELATED MODELS:** Ford Escape, Mercury Mariner.

REDESIGN/FRESHENING: 2001, 2008. **SAFETY EQUIPMENT:** ABS standard. Side and head protection air bags available, standard from 2008. ESC standard from 2008. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Mazda Tribute	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓		●	●	●	●				
Engine Minor	◒		◒	◒	○	●				
Engine Cooling	◓		●	●	●	●				
Trans. Major	◒		◒	○	◓	●				
Trans. Minor	◒		○	●	◒	○				
Drive System	◒		◒	◓	○	◓				
Fuel System	◓		◓	○	◒	◓				
Electrical	○		●	◓	●	●				
Climate System	○		○	◒	●	○				
Suspension	●		◒	◒	◒	○				
Brakes	●		◒	◓	◓	◓				
Exhaust	◓		●	●	◓	●				
Paint/Trim	◒		●	●	◒	○				
Noises & Leaks	●		○	◒	◒	◒				
Body Hardware	◓		◓	○	○	◓				
Power Equip.	◓		◓	◓	○	◓				
In-Car Electr.	○		◓	●	◓	◓				
USED CAR VERDICTS	◒		◒	○	◒	○				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,900 - $7,600
2007	-
2008	$6,700 - $9,600
2009	$7,800 - $11,100
2010	$9,100 - $12,900
2011	$11,100 - $15,400
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	●/●
2007	—	—	—
2008	Accept.	◓/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◒/◓	○/○
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mazda2

SMALL CAR

The Mazda2 is a subcompact hatchback about the size of the Honda Fit or Toyota Yaris. Only the five-door version is sold here. Power comes from a 100-hp, 1.5-liter four-cylinder engine. A slick-shifting five-speed manual transmission is standard, and a four-speed automatic is optional, but it saps some power. Handling is quite nimble, and the ride is tolerable, but the cabin is noisy. Rear-seat room is relatively good given the size of the car. It is related to the Ford Fiesta, but it trades some refinement and comfort in order to sell at a lower price. 2014 was the last year for the Mazda2.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Mazda2	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$9,300 - $9,800
2012	$10,000 - $10,600
2013	$11,000 - $11,800
2014	$12,200 - $13,100
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Mazda3

SMALL CAR

The Mazda3 is one of our favorite small cars to drive and one of the better used-car choices. It was introduced for 2004 and came with strong and refined four-cylinder engines. The 3 had precise, responsive handling and a firm, comfortable ride. Interior quality was very good, though the cabin was noisy and the rear seat somewhat tight. For 2012, Mazda added a new 2.0-liter Skyactiv engine and six-speed automatic transmission that boosted fuel economy to an impressive 32 mpg. If you're shopping for an earlier model, Look for one with the available curtain air bags, as the Mazda3 received a Poor rating in the IIHS side-crash test without them. The sportier Mazdaspeed3 version has a 263-hp turbo engine, but has a good deal of torque steer and a harsh ride.

REDESIGN/FRESHENING: 2004, 2010, 2014. **SAFETY EQUIPMENT:** ABS available. Side air bags available. Head protection air bags available, standard from 2010. ESC available from 2007, standard from 2011. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS Mazda 3	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	●	●	●	●	●	●
Engine Minor	◓	◓	○	◓	●	●	●	●	●	●
Engine Cooling	◓	○	●	●	●	●	●	●	●	●
Trans. Major	●	◓	○	●	●	●	●	●	●	●
Trans. Minor	◓	○	◓	●	●	●	●	●	●	●
Drive System	◓	●	●	●	◓	●	●	●	●	●
Fuel System	○	◒	◓	○	●	●	●	●	●	●
Electrical	◓	●	●	●	●	●	●	●	●	●
Climate System	◒	◒	○	◒	◓	●	●	●	●	●
Suspension	●	●	◒	◒	◓	●	●	●	●	●
Brakes	●	◓	◓	●	◓	◓	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	●	○	◒	●	●	◓	◓	●	●	●
Noises & Leaks	◒	◓	◓	◓	◓	◓	◓	◓	◓	●
Body Hardware	◓	●	◓	●	●	●	●	●	●	●
Power Equip.	○	◓	◓	◓	●	◓	◓	◓	●	◓
In-Car Electr.	○	◓	◓	◓	○	◓	◓	◓	●	◓
USED CAR VERDICTS	○	○	○	◓	◓	●	●	●	◓	●
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$4,800 - $6,000
2007	$5,500 - $9,000
2008	$6,600 - $10,100
2009	$8,300 - $12,600
2010	$8,800 - $15,200
2011	$9,900 - $16,700
2012	$11,200 - $18,400
2013	$13,400 - $20,700
2014	$15,900 - $24,700
2015	$17,400 - $25,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	○/○
2007	Good	◓/◓	○/○
2008	Good	◓/◓	○/○
2009	Good	◓/◓	NT
2010	Good	●/●	●/◓
2011	Good	●/◓	●/◒
2012	Good	●/◓	◓/◒
2013	Good	●/◓	◓/◒
2014	Good	●/◓	◓/●
2015	Good	●/◓	◓/●

Mazda5

WAGON

The Mazda5 has the utility of a minivan yet is as agile, maneuverable and economical as a small car. Based on the Mazda3, it delivers responsive handling, a comfortable ride, and a relatively quiet interior. Our major beef is its pronounced road noise. Fuel economy was a decent 23 mpg overall. The 2.3-liter, four-cylinder provides adequate performance but feels weak when hauling full loads or climbing hills. Visibility and access are excellent. It has flexible seating for four passengers and their luggage, or can accommodate six people but little luggage. The two rearmost seats are cramped. 2008 brought a five-speed automatic which improved fuel economy slightly. The 2012 freshening brought a 2.5-liter engine that improved performance slightly. 2015 was the last year for the Mazda 5.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS Mazda 5	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	○	●	●	●		●	●	●	*
Engine Minor	●	●	○	◓	◓		●	●	●	*
Engine Cooling	◒	●	◓	●	●		●	●	●	*
Trans. Major	○	○	◓	◓	○		●	●	●	*
Trans. Minor	◓	●	●	●	◓		●	●	●	*
Drive System	◓	○	◓	●	●		●	●	●	*
Fuel System	◓	●	○	●	●		●	○	●	*
Electrical	●	◓	●	●	●		●	●	●	*
Climate System	○	○	○	○	◓		●	●	●	*
Suspension	●	●	●	●	●		●	●	●	*
Brakes	●	●	◒	○	○		◓	●	●	*
Exhaust	○	●	◒	○	●		●	●	●	*
Paint/Trim	●	○	●	◒	○		◓	●	●	*
Noises & Leaks	●	●	●	●	●		●	●	●	*
Body Hardware	●	◒	◒	●	●		●	●	●	*
Power Equip.	○	◓	◓	○	○		○	◓	●	*
In-Car Electr.	●	○	○	◓	●		●	●	○	*
USED CAR VERDICTS	●	●	◒	○	○		●	◓	●	*
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$5,000 - $5,000
2007	$5,800 - $5,800
2008	$6,800 - $6,800
2009	$7,900 - $7,900
2010	$9,800 - $9,800
2011	-
2012	$12,500 - $16,300
2013	$14,500 - $18,400
2014	$16,100 - $20,000
2015	$18,300 - $22,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	●/●	●/◓
2009	NT	●/●	●/◓
2010	NT	●/●	●/◓
2011	—	—	—
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Mazda6

FAMILY CAR

The Mazda6 debuted with a firm yet compliant ride and excellent brakes. The four-cylinder engine doesn't feel refined and the V6 is quick but thirsty. The car scored Poor in the IIHS side-crash test when tested without side air bags. An improved model debuted for 2009. The four-cylinder grew to 2.5 liters and returned 24 mpg overall, while the powerful 3.7-liter V6 got 20 mpg. We found the car to be quite nimble, with good steering feel and a supple, controlled ride, but road noise is pronounced. The rear seat was roomier but the low roofline inhibited access. A new Mazda6 arrived for 2013 on a new platform. We got an excellent 32 mpg overall from the smooth four-cylinder and six-speed automatic. The car is agile and capable in corners, with a taut but firm ride. The cabin is loud, particularly on the highway.

REDESIGN/FRESHENING: 2003, 2009, 2014. **SAFETY EQUIPMENT:** ABS standard. ESC available from 2005, standard from 2009. Side and head protection air bags available, standard from 2007.
DRIVE WHEELS: Front. Optional AWD in 2005-2008.

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda 6								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◒	✶	●	●	✶	●	✶	●	●
Engine Minor	○	◒	✶	◓	●	✶	●	✶	●	●
Engine Cooling	◓	◒	✶	●	●	✶	●	✶	●	●
Trans. Major	●	◒	✶	●	●	✶	●	✶	●	●
Trans. Minor	○	●	✶	●	●	✶	●	✶	●	●
Drive System	●	◓	✶	◓	◓	✶	●	✶	●	●
Fuel System	◓	●	✶	◓	●	✶	●	✶	●	●
Electrical	◓	○	✶	◓	●	✶	●	✶	●	●
Climate System	◒	○	✶	●	◓	✶	●	✶	●	●
Suspension	◓	●	✶	●	●	✶	●	✶	●	●
Brakes	◓	○	✶	◒	○	✶	◓	✶	●	●
Exhaust	◓	●	✶	●	◓	✶	◓	✶	●	●
Paint/Trim	●	○	✶	◓	◓	✶	●	✶	●	◓
Noises & Leaks	●	○	✶	●	○	✶	●	✶	◓	●
Body Hardware	◓	◓	✶	◓	●	✶	●	✶	●	●
Power Equip.	●	◓	✶	○	○	✶	●	✶	●	●
In-Car Electr.	◓	●	✶	◓	○	✶	●	✶	●	○
USED CAR VERDICTS	○	◒	✶	●	◓	✶	●	✶	◓	○
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$5,000 - $8,800
2007	$5,900 - $10,400
2008	$6,600 - $8,500
2009	$8,400 - $9,900
2010	$9,600 - $11,800
2011	$10,900 - $15,400
2012	$12,100 - $17,600
2013	$14,300 - $19,900
2014	$18,400 - $25,200
2015	$20,500 - $25,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	○/◓
2007	Good	●/●	◓/◓
2008	Good	●/●	◓/◓
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/○	●/◓
2013	Good	◓/○	●/◓
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Mercedes-Benz C-Class

UPSCALE CAR

Just about every C-Class we've tested has been smooth, quick, quiet, and comfortable, with agile handling and excellent steering and brakes. You can usually count on a supple, quiet ride, as well as firm but very comfortable front seats. The 2008 redesign made rear seat a bit bigger but the cabin remained snug. The 3.0-liter V6 provides strong performance and decent fuel economy of 21 mpg overall in our tests. The C remained fun to drive, but the ride can be choppy with the sport suspension and the steering was overly light. We like the improvements made to the C when we tested a 2012 C250 with the smooth turbo four-cylinder. The Luxury trim car had a steady ride and agile handling, with comfortable front seats, while the Sport had even more cornering grip, but a stiffer ride. Some controls are not that logical.

REDESIGN/FRESHENING: , 2001, 2008, 2015. **SAFETY EQUIPMENT:** ABS and front side air bags standard. Rear side air bags standard to 2007. Head protection air bags standard. ESC standard.
DRIVE WHEELS: Rear; AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz C-Class									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◒	○	●	●	●	●	◓	●	●	●
Engine Minor	○	●	●	●	◒	●	◓	●	●	●
Engine Cooling	●	●	●	◓	●	●	●	●	●	●
Trans. Major	◓	●	○	◓	●	◓	●	●	●	●
Trans. Minor	◓	○	○	●	●	◓	●	●	●	●
Drive System	◓	●	◓	●	○	●	◒	●	●	●
Fuel System	◒	●	●	●	●	◓	●	●	●	●
Electrical	◓	◓	◓	●	●	◓	◓	●	●	●
Climate System	◓	●	●	◓	◓	●	◓	●	●	●
Suspension	◓	●	●	◓	◒	●	○	◓	●	○
Brakes	○	○	○	●	●	●	◓	●	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	●	●	●	◓	●	●	◓	●	●	●
Noises & Leaks	○	●	●	●	◓	◒	○	◓	●	○
Body Hardware	●	●	●	●	●	●	●	●	●	●
Power Equip.	◓	●	●	●	◒	●	○	◓	◓	◓
In-Car Electr.	◒	◒	●	◓	◓	●	○	●	◓	◒
USED CAR VERDICTS	◓	○	◓	◓	○	◓	●	◓	●	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$8,100 - $15,400
2007	$9,500 - $11,200
2008	$14,600 - $29,700
2009	$15,500 - $32,100
2010	$17,300 - $35,400
2011	$19,400 - $39,900
2012	$22,700 - $48,500
2013	$24,500 - $50,900
2014	$27,100 - $57,100
2015	$32,700 - $69,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	NT	NT
2011	Good	◓/◒	●/◓
2012	Good	NT	NT
2013	Good	◓/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	●/◓	●/◓

Mercedes-Benz CLA

UPSCALE CAR

The sleek and compact CLA250 is Mercedes' entry-level, front-drive, compact, four-door coupe. It has a nicely-finished cabin and fuel economy of 28 mpg is respectable. But don't be confused and think of this as a small C-Class. The driving experience falls well short of a typical Mercedes. The 2.0-liter four-cylinder and seven-speed automatic lack refinement. It's quick, but power delivery is uneven. While fairly agile, the car rides stiffly. The cabin is noisy and cramped, especially in the rear, the view out is seriously impaired, and access is difficult both front and rear. All-wheel drive is optional. The high-performance, 355-hp CLA45 tops the range.

REDESIGN/FRESHENING: 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz CLA								
	06	07	08	09	10	11	12	13	14	15
Engine, Major									●	✶
Engine Minor									●	✶
Engine Cooling									●	✶
Trans. Major									●	✶
Trans. Minor									○	✶
Drive System									○	✶
Fuel System									◓	✶
Electrical									●	✶
Climate System									●	✶
Suspension									●	✶
Brakes									◒	✶
Exhaust									●	✶
Paint/Trim									●	✶
Noises & Leaks									●	✶
Body Hardware									●	✶
Power Equip.									●	✶
In-Car Electr.									◓	✶
USED CAR VERDICTS									●	✶
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$32,600 - $33,900
2015	$34,400 - $52,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	NT	NT	NT
2015	NT	NT	NT

Mercedes-Benz CLK

COUPE

The CLK was available as both a coupe and convertible. It delivered responsive handling and decent steering feedback. While the CLK was fast and comfortable, it was never as rewarding to drive as a BMW 3 Series coupe. The 3.5-liter V6 engine was strong, but the muscular 5.5-liter V8, with its seven-speed automatic, provided abundant performance. Opting for the powerful CLK63 AMG brought a brawny 475-hp V8. The rear seats two in relative comfort for a coupe. In the front, a motorized arm moves the safety belt forward when the door is closed. The CLK was discontinued after 2009.

REDESIGN/FRESHENING: 2003. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard from 2000. Head protection air bags standard from 2003. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz CLK									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	✶	✶	●	✶						
Engine Minor	✶	✶	●	✶						
Engine Cooling	✶	✶	●	✶						
Trans. Major	✶	✶	●	✶						
Trans. Minor	✶	✶	●	✶						
Drive System	✶	✶	●	✶						
Fuel System	✶	✶	●	✶						
Electrical	✶	✶	●	✶						
Climate System	✶	✶	●	✶						
Suspension	✶	✶	●	✶						
Brakes	✶	✶	●	✶						
Exhaust	✶	✶	●	✶						
Paint/Trim	✶	✶	●	✶						
Noises & Leaks	✶	✶	●	✶						
Body Hardware	✶	✶	●	✶						
Power Equip.	✶	✶	●	✶						
In-Car Electr.	✶	✶	●	✶						
USED CAR VERDICTS	✶	✶	◒	✶						
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$10,600 - $17,500
2007	$11,700 - $23,700
2008	$13,100 - $31,100
2009	$14,400 - $21,300
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mercedes-Benz CLS

LUXURY CAR

The CLS sedan combines swoopy, coupe-like styling with four doors. But the low roof, small windows, and reduced interior space compromise access, visibility, and rear-seat room. The 5.0-liter V8 offers smooth and abundant power, but in our tests the seven-speed automatic hesitated before downshifts and wasn't always smooth. A 6.3-liter AMG version is available. The quick steering offers good feedback, and handling is capable but not really sporty. The ride is mostly steady, but some side-to-side motions are annoying. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. For 2012 the car was extensively freshened, with a 4.6-liter twin-turbo V8. It remains a highly-capable sporty sedan, with excellent interior fit and finish.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz CLS 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$15,100 - $18,600
2007	$17,900 - $24,200
2008	$21,000 - $28,900
2009	$24,500 - $35,300
2010	$29,500 - $43,900
2011	$34,900 - $50,900
2012	$46,700 - $65,500
2013	$51,500 - $73,200
2014	$58,600 - $82,300
2015	$63,900 - $95,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Mercedes-Benz E-Class

LUXURY CAR

The E-Class has been among the best cars we have tested, traditionally combining a first-class cabin with agile handling and a smooth ride.. The smooth 3.5-liter V6 and seven-speed automatic returned 21 mpg overall. Though it is refined and quiet, we didn't find the 2010 redesign as impressive as its predecessor. Handling is capable, but the steering isn't as communicative as it used to be. Subsequent updates, including revised steering, moved the car back to benchmark status. An impressive 2.1-liter four-cylinder diesel returns 30 mpg overall in our tests. Interior accommodations are plush, with comfortable and supportive seats and excellent fit and finish. The Luxury trim is sporty enough; the Sport version has a very firm ride. A convertible, wagon, and C-Class-based coupe are offered.

REDESIGN/FRESHENING: 2003, 2007, 2010. **SAFETY EQUIPMENT:** ABS standard. Rear side and head protection air bags and ESC standard.
DRIVE WHEELS: Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz E-Class 06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	◓	◓	●	●	●	●	●	●
Engine Minor	◒	◓	●	◓	◓	◓	○	●	●	●
Engine Cooling	○	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	◓	○	◓	○	◓	●	●	●	●	●
Drive System	◓	◒	◒	●	◓	●	●	●	●	●
Fuel System	●	●	◓	◓	◓	○	○	●	●	●
Electrical	○	●	●	○	●	●	●	●	●	●
Climate System	◓	◓	●	●	●	●	●	●	●	●
Suspension	◒	◓	○	◓	◓	◓	●	◓	●	●
Brakes	◓	●	◓	●	◓	◓	●	◓	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	◓	●	●	●	●	◓	●	●	●	●
Noises & Leaks	●	◓	●	○	○	◓	◓	◓	◓	◓
Body Hardware	●	◓	●	●	●	●	●	●	●	●
Power Equip.	○	◒	◓	●	◒	○	○	○	◓	●
In-Car Electr.	◒	●	○	○	○	◒	○	○	◓	◓
USED CAR VERDICTS	◓	◓	○	◓	◓	○	○	○	○	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$10,000 - $16,000
2007	$12,000 - $19,000
2008	$14,400 - $23,600
2009	$16,900 - $28,900
2010	$22,500 - $38,800
2011	$25,100 - $48,400
2012	$28,600 - $58,000
2013	$32,700 - $65,900
2014	$42,500 - $82,600
2015	$49,300 - $90,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Mercedes-Benz GL-Class

SPORT-UTILITY VEHICLE

This seven-passenger luxury SUV has a great deal of interior space, with a third-row seat roomy enough for adults. The 4.6-liter V8 is smooth and delivers strong performance. Expect 15 mpg overall; diesel models return 19-20 mpg overall, impressive for a large SUV. Handling is relatively responsive, with good steering feel that belies the GL's size and weight. It proved secure and forgiving in our tests, the ride is comfortable, and the interior is very quiet. Fit and finish is excellent, but some controls are overly complicated. The GL can tackle most off-road situations, and towing capacity is impressive. The redesigned 2013 version is one of the most comfortable-riding SUVs we've tested, but handling is clumsy at its limits. Interior accommodations are top notch. Available features include a self-parking system and a 360-degree camera view.

REDESIGN/FRESHENING: 2007, 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz GL-Class 06	07	08	09	10	11	12	13	14	15
Engine, Major	*	*	*	*	*	*	*	●	◓	●
Engine Minor	*	*	*	*	*	*	*	●	◓	◓
Engine Cooling	*	*	*	*	*	*	*	●	◓	●
Trans. Major	*	*	*	*	*	*	*	●	●	●
Trans. Minor	*	*	*	*	*	*	*	●	◓	●
Drive System	*	*	*	*	*	*	*	●	◒	●
Fuel System	*	*	*	*	*	*	*	●	●	●
Electrical	*	*	*	*	*	*	*	●	◓	◓
Climate System	*	*	*	*	*	*	*	●	◒	●
Suspension	*	*	*	*	*	*	*	◓	◓	●
Brakes	*	*	*	*	*	*	*	●	◒	◓
Exhaust	*	*	*	*	*	*	*	●	●	●
Paint/Trim	*	*	*	*	*	*	*	●	○	●
Noises & Leaks	*	*	*	*	*	*	*	●	○	●
Body Hardware	*	*	*	*	*	*	*	◓	◓	◓
Power Equip.	*	*	*	*	*	*	*	○	◒	◒
In-Car Electr.	*	*	*	*	*	*	*	●	○	●
USED CAR VERDICTS	*	*	*	*	*	*	*	●	●	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	-
2007	$16,100 - $22,500
2008	$19,100 - $24,700
2009	$22,900 - $29,400
2010	$27,900 - $36,300
2011	$33,400 - $44,400
2012	$38,200 - $52,400
2013	$51,700 - $88,200
2014	$61,200 - $107,000
2015	$68,800 - $119,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Mercedes-Benz GLK

SPORT-UTILITY VEHICLE

Based on the C-Class platform, the GLK has a smooth 3.5-liter V6 that delivers quick acceleration and 18 mpg overall on premium fuel. Ride comfort is solid and tranquil when cruising, but the low-speed ride is a bit unsettled. The GLK handles fairly nimbly, but doesn't shine at its limits. The high, upright seating position affords a commanding view out through the big windows. The front seats are firm but well-shaped. Leg room in the rear is stingy at best and the wide doorsills impede access. The controls are better than in many Mercedes-Benzes, but some still aren't exactly logical. A 2013 freshening considerably improved the car, with a new V6 engine that increased fuel economy to 21 mpg overall and more luxurious interior materials. A four-cylinder diesel engine is also available.

REDESIGN/FRESHENING: 2010, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz GLK-Class 06	07	08	09	10	11	12	13	14	15
Engine, Major					●	●	●	●	●	●
Engine Minor					●	●	●	●	●	◓
Engine Cooling					◓	●	●	●	●	●
Trans. Major					●	●	●	●	●	●
Trans. Minor					◓	●	●	●	◓	●
Drive System					○	●	●	◓	●	●
Fuel System					●	●	●	●	◓	●
Electrical					◓	●	●	●	●	●
Climate System					◓	◓	●	●	●	●
Suspension					◓	○	●	●	●	●
Brakes					◓	●	◒	◓	●	●
Exhaust					●	●	●	●	●	●
Paint/Trim					●	◓	●	●	●	●
Noises & Leaks					◓	○	●	○	●	●
Body Hardware					●	●	●	●	●	◓
Power Equip.					◒	●	◒	◓	●	●
In-Car Electr.					◒	◓	◓	○	◓	●
USED CAR VERDICTS					○	●	◓	◓	◓	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$20,000 - $21,300
2011	$22,800 - $24,800
2012	$25,200 - $27,400
2013	$28,000 - $30,300
2014	$32,700 - $35,700
2015	$37,000 - $39,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	NT	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Mercedes-Benz M-Class

SPORT-UTILITY VEHICLE

The M-Class has a roomy interior with seating for five and lots of cargo room. You can count on the ML to ride and handle relatively well, but some interior materials were flimsy. The 2006 redesign brought more powerful V6 and V8 engines, a much better interior, and a seven-speed automatic that sometimes hesitated to shift. Controls are confusing. The 2012 redesign was a significant improvement. The SUV became quick and very refined, quiet, and well finished. Handling is responsive but steering is a little vague at the ML's cornering limits. Towing capacity is impressive. A turbodiesel V6 was also available, as was a high-performance AMG version. Some controls have improved, but others are still complicated.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS, ESC, front and rear side air bags, and head protection air bags standard. **DRIVE WHEELS:** AWD. Rear or AWD starting from 2010.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz M-Class									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	○	◒	●	◓	●	●	●	●	●
Engine Minor	★	●	●	●	●	◒	○	●	●	●
Engine Cooling	★	◓	◓	◓	●	●	●	●	●	●
Trans. Major	★	○	○	◓	●	●	●	●	●	●
Trans. Minor	★	●	◒	○	●	●	●	●	●	●
Drive System	★	●	◒	●	●	◓	●	●	●	●
Fuel System	★	●	◒	●	◒	●	○	●	◓	●
Electrical	★	◒	◓	○	◓	●	●	●	●	●
Climate System	★	◓	●	●	◒	●	●	●	●	●
Suspension	★	◒	●	◓	◓	○	◓	●	●	●
Brakes	★	◓	◓	◓	◒	○	●	◓	●	●
Exhaust	★	●	◓	○	●	◓	●	●	●	●
Paint/Trim	★	◓	●	●	●	◓	●	◓	●	●
Noises & Leaks	★	◓	○	●	○	●	○	◓	◓	●
Body Hardware	★	●	○	○	●	◓	◓	○	●	◓
Power Equip.	★	◒	●	●	●	◒	●	◓	●	●
In-Car Electr.	★	◓	●	◓	●	●	○	◒	◓	●
USED CAR VERDICTS	★	◒	●	●	◒	○	◒	○	◓	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$10,900 - $11,900
2007	$12,800 - $23,700
2008	$15,800 - $27,400
2009	$18,000 - $39,700
2010	$21,900 - $44,400
2011	$25,600 - $50,800
2012	$35,100 - $64,900
2013	$38,900 - $75,300
2014	$43,000 - $82,200
2015	$51,100 - $91,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/◓
2007	Good	◓/◓	◓/◓
2008	Good	◓/◓	◓/◓
2009	Good	◓/◓	◓/◓
2010	Good	◓/◓	◓/◓
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	◓/◓	◓/◓
2014	Good	◓/◓	◓/◓
2015	Good	◓/◓	◓/◓

Mercedes-Benz R-Class

SPORT-UTILITY VEHICLE

Feeling like a luxury minivan, the three-row R-Class has room for six or seven in its flexible interior. The ride is comfortable and quiet. Handling is responsive and secure, but the steering is too light. The 5.0-liter V8 returned 15 mpg overall in our tests. A 3.5-liter V6 is optional. The seven-speed automatic sometimes hesitated to downshift. Access is very easy but the long rear doors can strike adjacent cars when swung open. The second-row seats are very roomy and comfortable, but the third-row seats are tight. When they are folded early R-Class models could only carry four passengers; in 2008 a second-row bench seat was offered, increasing seating capacity. Fit and finish is excellent, but some controls are awkward. In 2008 the V8 was dropped, and a 3.2-liter V6 diesel was added. 2012 was the last year for the slow-selling R-Class.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz R-Class									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$8,100 - $10,600
2007	$9,400 - $25,200
2008	$11,000 - $15,800
2009	$17,600 - $18,700
2010	$21,200 - $22,600
2011	$25,000 - $27,600
2012	$30,000 - $33,300
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mercedes-Benz S-Class

LUXURY CAR

The S-Class has always been stately and luxurious. A plush interior and extremely comfortable and cushy ride, among the best we've tested, make this flagship sedan a prime executive transport. But the driver is far from neglected. Sharp steering and nimble handling belie its large size. Even base V8 offers strong acceleration. The cabin is roomy, with comfortable seats and impressive noise isolation. But the integrated radio, climate, and navigation controls were difficult to operate. A 2007 redesign included a powerful 5.5-liter V8 and a control system that is a bit easier to use, though still complicated. A diesel version arrived in 2011. Running updates to the car brought a hybrid as well as a newer driver interaction system that got more complicated. All-wheel drive, advanced safety technology and a number of uber-powerful V8 and V12 engines were offered.

REDESIGN/FRESHENING: 2000, 2007, 2014. **SAFETY EQUIPMENT:** ABS and front side air bags standard. ESC, rear side and head protection air bags standard. **DRIVE WHEELS:** Rear; AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz S-Class								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	★	★	●	●
Engine Minor	★	★	★	★	★	★	★	★	●	●
Engine Cooling	★	★	★	★	★	★	★	★	●	●
Trans. Major	★	★	★	★	★	★	★	★	●	●
Trans. Minor	★	★	★	★	★	★	★	★	●	●
Drive System	★	★	★	★	★	★	★	★	●	●
Fuel System	★	★	★	★	★	★	★	★	●	◓
Electrical	★	★	★	★	★	★	★	★	●	●
Climate System	★	★	★	★	★	★	★	★	◓	●
Suspension	★	★	★	★	★	★	★	★	◒	●
Brakes	★	★	★	★	★	★	★	★	●	◓
Exhaust	★	★	★	★	★	★	★	★	●	●
Paint/Trim	★	★	★	★	★	★	★	★	●	●
Noises & Leaks	★	★	★	★	★	★	★	★	●	●
Body Hardware	★	★	★	★	★	★	★	★	◓	●
Power Equip.	★	★	★	★	★	★	★	★	●	●
In-Car Electr.	★	★	★	★	★	★	★	★	●	○
USED CAR VERDICTS	★	★	★	★	★	★	★	★	●	○
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$9,400 - $22,900
2007	$20,700 - $38,400
2008	$24,800 - $53,500
2009	$28,800 - $70,600
2010	$26,300 - $55,900
2011	$31,100 - $69,200
2012	$39,600 - $71,800
2013	$54,800 - $85,700
2014	$87,800 - $123,700
2015	$99,900 - $137,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Mercedes-Benz SL

CONVERTIBLE

This premium two-seat roadster, with a folding hardtop, manages to combine both sporty handling and a decent ride. The V8 engine is strong and responsive. Handling is agile, with direct steering. Fit and finish and seat comfort are excellent. But the controls are overly complicated. The 2007 redesign made the car sportier to drive despite its size and weight. But the seven-speed automatic was slow to downshift. Fit and finish and seat comfort is excellent. 2012 brought a whole new car that is wider and longer, with a host of high-tech safety features. Turbo V8 and V12 engines are offered, as is an adjustable-opacity feature for the hard-top roof.

REDESIGN/FRESHENING: 2003, 2007, 2012. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard. Head protection air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz SL									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$21,500 - $36,000
2007	$24,800 - $43,300
2008	$29,700 - $54,600
2009	$37,700 - $66,600
2010	-
2011	$52,600 - $64,300
2012	$64,900 - $83,900
2013	$78,500 - $100,800
2014	$85,500 - $110,500
2015	$77,600 - $123,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	—	—	—
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Mercedes-Benz SLK

CONVERTIBLE

This two-seat convertible has many high-end technical and safety features, including a power-folding hardtop. With the roof up it feels almost as solid as a fixed-roof coupe. Over the years, the SLK has been fun to drive, with agile handling, a comfortable ride, and a strong V6. Optional warm-air vents in the head restraints add comfort when driving with the top down on cool days. A 2012 freshening brought a new 3.5-liter V6 and seven-speed automatic, as well as a 1.8-liter turbo four-cylinder with a six-speed manual. We found that the manual shifter and clutch didn't work very well, making it hard to drive smoothly. The small cabin is well finished, but narrow and a challenge to access. Handling remained crisp, with good steering feedback. It could slide its tail as its handling limits, but the standard ESC kept the car secure.

REDESIGN/FRESHENING: 2005, 2012. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard from 2001. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz SLK 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$13,200 - $20,900
2007	$14,800 - $23,300
2008	$16,200 - $25,200
2009	$19,800 - $28,300
2010	$23,200 - $32,600
2011	$27,200 - $31,200
2012	$31,500 - $45,800
2013	$35,400 - $52,600
2014	$39,200 - $58,600
2015	$43,600 - $61,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Mercury Grand Marquis

LARGE CAR

A classic highway cruiser, the rear-wheel-drive Grand Marquis is a sibling of the Ford Crown Victoria, built on a full frame and powered by a 4.6-liter V8. A compliant ride and a huge trunk are its major assets. Handling is clumsy and the steering feels light. The front seat is a bench. The rear seat is not as roomy as you might expect in a car of this size. For 2001, the Grand Marquis picked up more power and optional adjustable pedals. 2003 brought an improved chassis and steering system as well as the pseudo-sporty Marauder, which was quicker but didn't handle much better than a regular Grand Marquis. 2011 was its final year. **RELATED MODELS:** Ford Crown Victoria.

REDESIGN/FRESHENING: 1998. **SAFETY EQUIPMENT:** ABS available, standard. Side air bags available, standard in 2009. ESC not available. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercury Grand Marquis 06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	★	★	★				
Engine Minor	●	◒	◓	★	★	★				
Engine Cooling	●	○	◓	★	★	★				
Trans. Major	●	●	●	★	★	★				
Trans. Minor	●	●	●	★	★	★				
Drive System	●	●	◓	★	★	★				
Fuel System	○	●	◓	★	★	★				
Electrical	◓	◒	●	★	★	★				
Climate System	●	●	●	★	★	★				
Suspension	○	◓	◓	★	★	★				
Brakes	◒	◒	●	★	★	★				
Exhaust	●	◒	◓	★	★	★				
Paint/Trim	◒	●	◒	★	★	★				
Noises & Leaks	◓	◓	◓	★	★	★				
Body Hardware	◓	●	◓	★	★	★				
Power Equip.	◒	◒	●	★	★	★				
In-Car Electr.	◒	●	◒	★	★	★				
USED CAR VERDICTS	○	○	○	★	★	★				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,800 - $7,400
2007	$6,800 - $8,400
2008	$7,900 - $9,600
2009	$10,500 - $10,500
2010	$11,900 - $11,900
2011	$13,500 - $13,500
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mercury Mariner

SPORT-UTILITY VEHICLE

The Mariner was a rebadged twin of the Ford Escape and Mazda Tribute. Our tested Ford Escape had a roomy interior and great visibility out of the large windows. Handling is relatively nimble. The 3.0-liter, 200-hp V6 serves up adequate acceleration. Fuel economy was disappointing at just 18 mpg overall. A tip up in the government rollover test is a concern, and the Escape also scored a poor in the IIHS side-crash test when tested without side and curtain air bags. A hybrid version of the Mariner attained 26 mpg in our tests. A freshened 2008 model had standard curtain air bags and, on non-hybrid models, electronic stability control. 2011 was the last year for the Mercury brand. **RELATED MODELS:** Ford Escape, Mazda Tribute.

REDESIGN/FRESHENING: 2005, 2008. **SAFETY EQUIPMENT:** ABS standard. Side and head protection air bags available, standard from 2008. ESC available in 2008, standard from 2009.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Mercury Mariner

	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	●	●				
Engine Minor	◒	◒	◒	◒	○	◉				
Engine Cooling	◓	◓	●	●	●	●				
Trans. Major	◒	○	◒	○	◓	●				
Trans. Minor	◒	◓	○	●	◒	○				
Drive System	◒	●	◒	◓	○	◓				
Fuel System	◓	◓	◓	○	◒	◓				
Electrical	○	○	●	◓	●	●				
Climate System	○	○	○	◒	●	○				
Suspension	●	○	◒	◒	◒	○				
Brakes	●	●	◒	◓	◓	◓				
Exhaust	◓	●	●	●	◓	●				
Paint/Trim	◒	◒	●	●	◒	○				
Noises & Leaks	●	◓	○	◒	◒	◒				
Body Hardware	◓	◓	◓	○	○	◓				
Power Equip.	◓	◓	◓	◓	○	◓				
In-Car Electr.	○	○	◓	●	◓	◓				
USED CAR VERDICTS	◒	◒	◒	○	◒	○				
NEW CAR PREDICTION	Discontinued									

PRICES

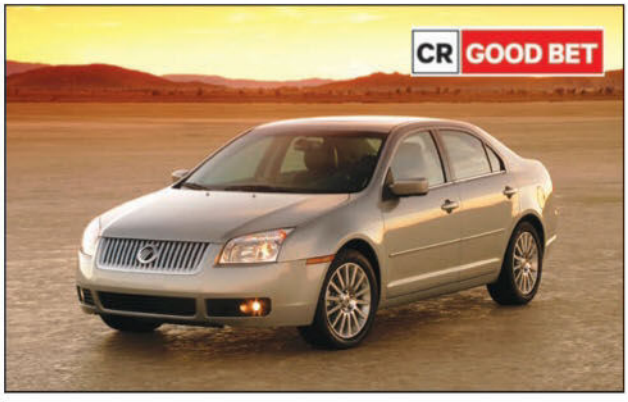
2006	$5,700 - $7,600
2007	$6,800 - $8,600
2008	$7,800 - $11,000
2009	$8,900 - $11,700
2010	$10,100 - $13,500
2011	$11,600 - $16,600
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	●/●
2007	Accept.	◓/◓	●/●
2008	Accept.	◓/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◒/◓	○/○
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mercury Milan

FAMILY CAR



This very good family sedan is a sibling of the Ford Fusion and Lincoln Zephyr/MKZ. All three are based on a Mazda6 platform. The ride is firm and controlled, and handling is alert and responsive. A wide turning circle is a drawback. We preferred the leather seats, which were more supportive than the standard cloth seats. Rear-seat space is fairly generous. The 2.3-liter, four-cylinder performs adequately and returned 23 mpg overall in our tests, but it's noisy. The 3.0-liter V6 offers more zip. With its smooth, six-speed automatic it averaged 20 mpg overall. A Hybrid version, added for 2010, got 34 mpg overall in our tests. 2011 was the last year for the Mercury brand. **RELATED MODELS:** Ford Fusion, Lincoln Zephyr/MKZ.

REDESIGN/FRESHENING: 2006, 2010. **SAFETY EQUIPMENT:** ABS available, standard from 2009. Side and head protection air bags available, standard from 2007. ESC available in 2009, standard from 2010.
DRIVE WHEELS: Front. AWD available from 2007.

RELIABILITY HISTORY

TROUBLE SPOTS — Mercury Milan

	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◓	●	●	●	●				
Engine Minor	○	◓	◓	◓	◓	●				
Engine Cooling	●	●	●	●	●	●				
Trans. Major	◓	◓	●	●	◓	●				
Trans. Minor	●	●	●	●	○	◓				
Drive System	◓	○	◓	●	◓	●				
Fuel System	●	◓	◓	●	◒	◓				
Electrical	◓	●	●	●	●	●				
Climate System	●	○	◓	●	◓	◓				
Suspension	◓	◓	◓	◓	◓	◒				
Brakes	◓	○	●	◒	○	◓				
Exhaust	●	●	●	●	●	●				
Paint/Trim	●	○	◓	●	●	◓				
Noises & Leaks	◓	◓	◓	●	●	◓				
Body Hardware	○	○	○	◓	◓	◓				
Power Equip.	◓	◓	●	●	○	○				
In-Car Electr.	○	○	◒	●	○	◓				
USED CAR VERDICTS	◓	◓	◓	●	○	○				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$3,900 - $4,900
2007	$4,400 - $6,100
2008	$5,400 - $7,400
2009	$6,700 - $9,000
2010	$8,200 - $12,200
2011	$9,400 - $13,600
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	◓/◓
2007	Good	◓/◓	●/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	◓/○	●/○
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mercury Mountaineer

SPORT-UTILITY VEHICLE

A rebadged Ford Explorer, the Mountaineer offered a 4.0-liter V6 or a stronger 5.0-liter V8. The AWD with the V8 lacks low-range gearing. The interior is roomy, and cargo space is generous. But the ride is stiff and choppy. 2002 brought a complete redesign with improved ride and handling, and an available, if small third-row seat. The independent rear suspension gives it a reasonably comfortable ride. The 4.0-liter V6 offers adequate acceleration but is crude and noisy. A smoother 4.6-liter V8 was optional. Neither engine is particularly efficient. A 2006 freshening updated interior and exterior styling, but also introduced some minor interior control frustrations.. But later models lack handling agility, and the ride is stiff. 2011 was the last year for the brand. **RELATED MODELS:** Ford Explorer, Lincoln Aviator.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. Head protection air bags available, standard from 2007. ESC standard. **DRIVE WHEELS:** Rear, permanent 4WD, or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mercury Mountaineer									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	●	*	●					
Engine Minor	○	●	●	*	○					
Engine Cooling	◒	◓	○	*	●					
Trans. Major	●	●	○	*	◓					
Trans. Minor	●	●	●	*	○					
Drive System	●	◒	●	*	●					
Fuel System	◓	◓	●	*	◓					
Electrical	○	●	●	*	●					
Climate System	◒	●	○	*	●					
Suspension	◒	◓	◓	*	◒					
Brakes	◓	◓	◓	*	○					
Exhaust	○	○	●	*	●					
Paint/Trim	○	◓	●	*	◓					
Noises & Leaks	○	○	○	*	○					
Body Hardware	◒	○	●	*	●					
Power Equip.	◓	○	○	*	○					
In-Car Electr.	○	◓	●	*	○					
USED CAR VERDICTS	◒	○	○	*	◒					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,100 - $7,200
2007	$7,200 - $9,400
2008	$9,400 - $11,600
2009	$11,400 - $13,500
2010	$13,500 - $15,600
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	◓/●
2007	Good	◓/●	◓/●
2008	Good	◓/●	◓/●
2009	Good	◓/●	◓/●
2010	Good	◓/●	◓/●
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mini Cooper

SPORTS/SPORTY CAR

The Mini is fun to drive and has plenty of head and legroom up front. It uses a small four-cylinder paired with a slick manual, a CVT in early versions, or a responsive six-speed automatic. Handling is agile, with quick, precise steering and very little body roll. The ride can be choppy. The base engine lacks oomph, but the Cooper S, in early supercharged or later turbocharged form, is quick. A short windshield limits visibility, the rear seat is tiny, and the stylized controls and gauges are a confusing jumble. The Clubman arrived in 2008 with a small third door and useful back seats. The redesigned 2014 Cooper grew wider and longer, rides better, and has more normal controls. The base turbo three-cylinder is surprisingly powerful, and the turbo four-cylinder in the S is strong. We got 31 mpg with the base car, and 30 in the S.

REDESIGN/FRESHENING: 2002, 2007, 2014. **SAFETY EQUIPMENT:** ABS and side air bags standard. Head protection air bags standard on hatchback. ESC available, standard from 2009. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Mini Cooper									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	●	●	●	●	◓	●	●	●	●
Engine Minor	●	●	●	●	●	●	◓	●	●	●
Engine Cooling	◒	●	●	●	●	○	○	●	●	●
Trans. Major	●	●	○	◓	◓	●	●	●	●	●
Trans. Minor	●	●	◓	◓	●	●	●	●	◓	●
Drive System	◓	◓	○	◓	●	●	●	●	◓	●
Fuel System	○	○	●	○	●	○	●	●	●	●
Electrical	●	●	●	●	●	●	●	●	●	●
Climate System	○	●	◓	○	●	●	●	◓	●	●
Suspension	○	◓	◒	◓	●	●	●	●	●	●
Brakes	○	◓	◓	◒	◒	●	○	●	◓	●
Exhaust	◓	◓	●	●	◓	●	●	●	●	●
Paint/Trim	◒	●	◒	◓	○	●	◓	◓	●	●
Noises & Leaks	◒	●	●	●	●	◒	○	◓	●	○
Body Hardware	◒	◓	◓	○	●	●	◓	●	◓	●
Power Equip.	○	◓	●	◓	○	◓	◒	◓	○	●
In-Car Electr.	◓	●	○	○	●	◓	◓	◓	●	◒
USED CAR VERDICTS	◒	●	●	●	●	◒	◒	◓	◒	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$6,200 - $9,500
2007	$6,900 - $10,600
2008	$8,300 - $12,000
2009	$9,500 - $19,600
2010	$11,000 - $20,800
2011	$12,700 - $23,100
2012	$14,400 - $25,900
2013	$16,100 - $28,100
2014	$18,500 - $32,500
2015	$24,600 - $35,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/NA
2007	Good	NT	NT
2008	Good	◓/◓	●/◓
2009	Good	◓/◓	●/◓
2010	Good	◓/◓	●/◓
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	◓/●	●/◒
2015	Good	◓/●	●/○

Mini Cooper Countryman

SPORT-UTILITY VEHICLE

Extending the Mini selection into a new SUV-like category, the four-door Countryman is bigger and wider than previous Minis but remains a small car. The quirky interior has well shaped and comfortable seats, and some models had an intriguing but flimsy sliding storage rail system. Early versions only sat four, but later versions added a three-person rear seat. Sharing the quick steering and fantastic agility of other Minis, the Countryman is undeniably fun to drive. Unfortunately, the familiar Mini downsides carry over to this one, too, including frustrating controls and a choppy ride. Power comes from a 1.6-liter four-cylinder engine, either in standard 121-hp form or as a punchy turbocharged S model good for 184 hp. Only the S version offers all-wheel drive.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Mini Cooper Countryman									
	06	07	08	09	10	11	12	13	14	15
Engine, Major						○	○	●	●	*
Engine Minor						●	●	○	●	*
Engine Cooling						●	○	●	●	*
Trans. Major						●	◒	◓	●	*
Trans. Minor						●	○	●	●	*
Drive System						◒	◓	●	●	*
Fuel System						●	◒	◓	●	*
Electrical						●	●	●	●	*
Climate System						◒	●	◓	●	*
Suspension						◓	◓	◒	●	*
Brakes						●	●	●	●	*
Exhaust						●	●	●	●	*
Paint/Trim						●	●	●	●	*
Noises & Leaks						●	●	◓	◓	*
Body Hardware						●	●	●	●	*
Power Equip.						◒	◓	◓	●	*
In-Car Electr.						●	●	◓	◒	*
USED CAR VERDICTS						●	●	○	●	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$17,000 - $19,800
2012	$18,300 - $21,300
2013	$20,000 - $28,100
2014	$22,200 - $32,500
2015	$24,900 - $36,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Mitsubishi Eclipse

SPORTS/SPORTY CAR

The Eclipse was available in a range of performance levels plus a front-wheel drive convertible. Base-engine versions were less than sporty. Turbocharged models were quicker, smoother, and quieter. Based on the Galant sedan, the 2006 redesign eroded any true sporting credentials. Although the V6 was stronger and quieter than the lackluster four-cylinder, handling lacked agility and the car wasn't fun to drive. A flawed driving position, poor outward visibility, and virtually unusable rear seats were other detriments. Super-long doors make access difficult, and the convertible's soft top creates giant blind spots when raised. 2012 was the Eclipse's last model year.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS available, standard. Side air bags standard. Head protection air bags standard on hatchback. ESC available from 2008, standard from 2010.
DRIVE WHEELS: Front. AWD available until 1999.

RELIABILITY HISTORY

TROUBLE SPOTS	Mitsubishi Eclipse									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,400 - $6,600
2007	$6,200 - $8,500
2008	$7,000 - $9,400
2009	$8,100 - $10,600
2010	$9,300 - $12,100
2011	$10,700 - $13,800
2012	$12,200 - $15,300
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mitsubishi Endeavor

SPORT-UTILITY VEHICLE

The Endeavor dates to 2004, competing quite well with other midsized SUVs of the era. Derived from the Galant sedan, it had a fairly comfortable, quiet ride and secure handling, but cornering wasn't particularly agile. The refined 3.8-liter V6 provided strong acceleration. Like most car-based SUVs, the Endeavor didn't come with low-range gearing, but the AWD is appropriate for snow and sand. Road noise is a bit pronounced. The interior was put together well, and visibility is good. The rear seat is spacious, and the seat-back is easy to fold to expand the cargo area. Never a big seller, sales took a nosedive after 2007. The Endeavor was discontinued after the 2011 model year.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS available, standard. ESC available, standard from 2008. Side air bags standard. Head protection air bags standard from 2007. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY										
TROUBLE SPOTS	Mitsubishi Endeavor									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES	
2006	$3,800 - $8,500
2007	$4,700 - $9,200
2008	$5,600 - $9,800
2009	-
2010	$8,500 - $12,700
2011	$10,300 - $14,700
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	●/●
2007	Good	●/◓	●/●
2008	Good	●/◓	●/●
2009	—	—	—
2010	Good	NT	NT
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mitsubishi Galant

FAMILY CAR

The Galant of the early 2000s offered a strong 3.0-liter V6, a relatively composed, quiet ride and reasonably agile handling. The front seats weren't very comfortable, however, and space was tight in the rear. Traction control became standard on V6 models in 2001. In 2004 the Galant was redesigned but it still trailed the competition. Handling wasn't agile, the four-cylinder engine was spirited but noisy, and the ride was choppy and stiff even on smooth pavement. The V6 was unimpressive. A wide turning circle made parking awkward. The GTS V6 model was very quick, but suffered from too much torque steer. V6 versions were discontinued in 2010. 2012 was the Galant's last model year.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS available. Side air bags standard. Head protection air bags standard from 2007. ESC standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY										
TROUBLE SPOTS	Mitsubishi Galant									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES	
2006	$4,300 - $6,300
2007	$4,900 - $8,000
2008	$5,400 - $8,300
2009	$7,100 - $9,600
2010	$8,500 - $9,900
2011	$10,000 - $11,700
2012	$11,800 - $13,300
2013	-
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	◓/●	●/●
2010	Good	◓/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	—	—	—
2014	—	—	—
2015	—	—	—

Mitsubishi Lancer

SMALL CAR

The Lancer is an unimpressive compact sedan. Earlier versions had uncomfortable seats, clumsy handling, and an unsettled ride. A 2008 redesign brought great improvements, including a decent ride and handling that's fairly agile. Its 2.0-liter four-cylinder has good acceleration but the engine is sluggish from a stop, tends to moan at high revs, and returns uncompetitive fuel economy. The cabin is furnished with drab plastics, but the controls are simple to use. The sporty, AWD Ralliart is quick and agile but it's noisier, has a stiff ride, and its automated manual transmission is annoying during all but the most spirited drives. The high-performance Evolution is a turbocharged all-wheel-drive rally car for the road—furiously fast, but grating to live with on a daily basis.

REDESIGN/FRESHENING: 2002, 2008. **SAFETY EQUIPMENT:** ABS available. Side air bags available. Side and head protection air bags standard from 2008. ESC available in 2009, standard from 2010. **DRIVE WHEELS:** Front. AWD available.

RELIABILITY HISTORY									
TROUBLE SPOTS	Mitsubishi Lancer								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$4,100 - $18,500
2007	-
2008	$5,200 - $20,600
2009	$6,100 - $11,800
2010	$7,500 - $24,900
2011	$8,400 - $28,400
2012	$9,400 - $31,700
2013	$10,600 - $35,600
2014	$13,300 - $38,000
2015	$14,600 - $40,800

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◒/◓
2007	—	—	—
2008	Good	●/◓	●/◓
2009	Good	●/◓	●/◓
2010	Good	●/◓	●/◓
2011	Good	NT	NT
2012	Good	●/◓	●/○
2013	Good	●/◓	●/○
2014	Good	●/◓	●/○
2015	Good	●/◓	●/○

Mitsubishi Outlander

SPORT-UTILITY VEHICLE

Mitsubishi's small SUV alternates between mediocrity and competitiveness. The original Outlander was powered by a noisy 2.4-liter four-cylinder, which delivered unimpressive acceleration and fuel economy. Handling suffered from overly light steering and pronounced body lean. A 2007 redesign considerably improved the Outlander, making it a competitive small SUV. Originally available only with a punchy V6, an improved four-cylinder arrived in 2008, returning 22 mpg overall. Quick steering and a taut suspension gave the Outlander a sporty feel. An optional third-row seat was unusual for the class. A 2014 redesign stripped the Outlander of any athleticism, making it feel dated and cut-rate. Emphasizing utility on a budget, the third-row seat became standard.

REDESIGN/FRESHENING: 2007, 2014. **SAFETY EQUIPMENT:** ABS available, standard from 2007. Side air bags standard. Head protection air bags and ESC standard from 2007. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY									
TROUBLE SPOTS	Mitsubishi Outlander								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	*	●	*	*	*	*	*	*	*	*
Engine Minor	*	●	*	*	*	*	*	*	*	*
Engine Cooling	*	●	*	*	*	*	*	*	*	*
Trans. Major	*	●	*	*	*	*	*	*	*	*
Trans. Minor	*	●	*	*	*	*	*	*	*	*
Drive System	*	◓	*	*	*	*	*	*	*	*
Fuel System	*	●	*	*	*	*	*	*	*	*
Electrical	*	●	*	*	*	*	*	*	*	*
Climate System	*	○	*	*	*	*	*	*	*	*
Suspension	*	○	*	*	*	*	*	*	*	*
Brakes	*	●	*	*	*	*	*	*	*	*
Exhaust	*	●	*	*	*	*	*	*	*	*
Paint/Trim	*	◓	*	*	*	*	*	*	*	*
Noises & Leaks	*	○	*	*	*	*	*	*	*	*
Body Hardware	*	●	*	*	*	*	*	*	*	*
Power Equip.	*	○	*	*	*	*	*	*	*	*
In-Car Electr.	*	●	*	*	*	*	*	*	*	*
USED CAR VERDICTS	*	◓	*	*	*	*	*	*	*	*
NEW CAR PREDICTION	NA									

PRICES	
2006	$3,600 - $8,200
2007	$4,700 - $8,600
2008	$5,800 - $10,500
2009	$7,000 - $12,400
2010	$8,500 - $15,100
2011	$10,800 - $16,400
2012	$13,500 - $18,900
2013	$15,700 - $20,000
2014	$17,000 - $22,900
2015	$21,000 - $26,400

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/◓
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	◓/○	●/◓
2013	Good	◓/○	●/◓
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Mitsubishi Outlander Sport

SPORT-UTILITY VEHICLE

The Outlander Sport is a chopped version of the small Outlander SUV, with reduced rear-seat and cargo space. Despite the name this is not a fun car to drive. It handles less nimbly than the larger Outlander, and acceleration from the 148-hp, 2.0-liter engine is adequate at best. A choppy ride and a very noisy cabin further undermine the experience. Still, it retains the high seating position and some of the passenger-and-cargo versatility of its larger brand-mate. All-wheel drive comes only with the top-trim version, where the Outlander Sport competes price-wise with sportier and roomier SUVs such as the Toyota RAV4, Subaru Forester, and even the regular Outlander.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY										
TROUBLE SPOTS	Mitsubishi Outlander									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	-
2007	-
2008	-
2009	-
2010	-
2011	$10,300 - $13,300
2012	$13,000 - $15,600
2013	$14,400 - $18,000
2014	$15,600 - $20,100
2015	$17,500 - $23,900

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	NT	NT
2012	Good	◓/◓	●/◓
2013	Good	◓/◓	●/◓
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Mitsubishi i-MiEV

SMALL CAR

The i-MiEV, also known just as the i, is Mitsubishi's electric car. It uses a 16-kWh lithium-ion battery that takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got 56 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out 63 hp. It is one of the cheapest all-electric cars available, but the tradeoff is that it's slow, clumsy, stiff riding, and Spartan inside. With its seating for five, a roomier interior, and more comfortable ride, the Nissan Leaf is a better choice.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY										
TROUBLE SPOTS	Mitsubishi i-MiEV									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$7,600 - $8,800
2013	-
2014	$11,000 - $12,000
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	◓/◓	●/◒
2013	—	—	—
2014	—	◓/◓	●/◒
2015	—	—	—

Nissan Altima

FAMILY CAR

The third-generation Altima was much roomier than its predecessors, and it was quick, fairly comfortable, and generally competitive. The four-cylinder pulled as well as some V6s, and the V6 was smooth and punchy. IIHS side-crash-test results were poor without the curtain air bags. The well-rounded 2007 redesign was even better, with an improved ride, especially with the powerful yet economical four-cylinder. A 2010 freshening brought standard ESC, previously an option. As before, the four-cylinder 2.5 S model performed better than some V6s and now averaged 26 mpg. The powerful V6 got 24 mpg. A hybrid, dropped after 2011, got 32 mpg. The 2013 redesign saw the four-cylinder get even thriftier, returning 31 mpg overall; the V6 got 24 mpg. Handling is rather ordinary, though, and the cheaper S trim has a better ride.

REDESIGN/FRESHENING: 2007, 2013. **SAFETY EQUIPMENT:** ABS available, standard from 2008. Side and head protection air bags available, standard from 2007. ESC available from 2007, standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Altima								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	●	●	●	●	●	●	●	●
Engine Minor	◒	○	●	●	◓	●	●	●	●	●
Engine Cooling	◓	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	◓	◓	●	●	●	◓	◓	●
Trans. Minor	◓	●	●	●	●	●	●	◓	●	●
Drive System	●	●	●	●	◓	●	●	●	●	●
Fuel System	◒	●	●	●	●	○	●	●	●	●
Electrical	◒	◓	●	●	●	●	●	●	●	●
Climate System	○	○	◓	◓	◓	◓	●	◓	●	●
Suspension	◓	◓	◓	○	◓	◓	●	●	●	◓
Brakes	○	○	○	○	●	○	◓	●	●	○
Exhaust	○	○	◓	●	●	●	●	●	●	●
Paint/Trim	○	○	○	◓	◓	●	◓	◓	○	◓
Noises & Leaks	◓	◓	○	○	○	●	○	●	○	◓
Body Hardware	●	●	●	●	●	●	●	◓	◓	●
Power Equip.	◓	◓	◓	◒	◓	○	○	◓	◓	◓
In-Car Electr.	●	○	◓	◒	◓	◓	○	◒	●	○
USED CAR VERDICTS	○	◓	◓	◓	◓	●	●	◒	●	○
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$6,500 - $8,700
2007	$7,200 - $10,100
2008	$7,900 - $11,700
2009	$8,400 - $12,300
2010	$9,400 - $14,400
2011	$10,900 - $15,900
2012	$12,600 - $18,300
2013	$14,200 - $22,100
2014	$15,600 - $24,000
2015	$17,200 - $24,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	○/○
2007	Good	●/●	●/◓
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/◓
2011	Good	◓/◓	◓/●
2012	Good	◓/◓	◓/●
2013	Good	●/◓	◓/●
2014	Good	●/◓	◓/●
2015	Good	●/◓	○/●

Nissan Armada

SPORT-UTILITY VEHICLE

Based on the Titan pickup, the big Armada SUV debuted for 2004. It can seat up to eight. Unlike the Titan, it features an independent rear suspension, which improves the ride considerably. Power comes from a smooth-revving but noisy 5.6-liter, 305-hp V8 engine coupled with a slick five-speed automatic. This powertrain makes the Armada quick, but it returns just 13 mpg overall. Handling is relatively responsive, but the ride is quite stiff and interior quality is unimpressive. Children may have trouble reaching the high-mounted rear door handles. There's lots of rear cargo space and with its available tow package, towing capacity is generous. While competitive in its early years, this long-running design grew outdated, falling behind on refinement and finesse. **RELATED MODELS:** Infiniti QX56.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS, ESC, and head protection air bags standard. Side air bags available, standard from 2010. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Armada									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$10,600 - $13,900
2007	$11,700 - $16,000
2008	$13,600 - $17,900
2009	$16,100 - $20,800
2010	$20,000 - $27,400
2011	$22,500 - $31,100
2012	$23,700 - $34,600
2013	$26,800 - $39,000
2014	$30,900 - $43,100
2015	$36,300 - $46,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/●	NT
2007	NT	◓/●	NT
2008	NT	●/◓	NT
2009	NT	●/◓	NT
2010	NT	●/◓	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Nissan Cube

SMALL WAGON

The Cube is a funky-looking runabout, tall and boxy with a cavernous interior. Whimsical interior details target the young but easy access makes it a viable option for buyers of any age who find it hard to climb in and out of more conventional cars. Acceleration from the 122-hp, 1.8-liter four-cylinder engine is disappointingly slow. We measured 28 mpg with the continuously variable transmission. A six-speed manual is also available. The Cube rides fairly comfortably, but handling is rather clumsy and road noise is pronounced. Stopping distances are unimpressive, too. Overall, it trails some other box-like competitors, such as the Scion xB and Kia Soul. The Cube was dropped after 2014.

REDESIGN/FRESHENING: 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Cube 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	-
2008	-
2009	$8,200 - $10,300
2010	$8,800 - $11,100
2011	$9,800 - $12,100
2012	$11,100 - $12,100
2013	$13,200 - $13,600
2014	$14,600 - $14,900
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Nissan Frontier

PICKUP TRUCK

The redesigned 2005 Frontier compact pickup was a big step forward compared with the ponderous-handling previous version. It became quick and nimble, with a still-stiff though tolerable ride. The strong 4.0-liter V6 revs smoothly and feels like a V8. We chalked up an unimpressive 15 mpg overall. Base models are powered by a 2.5-liter four-cylinder. Transmissions include five- and six-speed manuals and a five-speed automatic. All Frontiers of this generation are either crew- or extended-cab but rear seat room is tight in both. An optional longer (six-foot) bed arrived for 2007, but the tailgate is quite heavy. There weren't any major changes to the Frontier after that. **RELATED MODELS:** Suzuki Equator.

REDESIGN/FRESHENING: 2005. **SAFETY EQUIPMENT:** ABS available, standard. ESC available. Side and head protection air bags available from 2005, standard from 2010. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Frontier 06	07	08	09	10	11	12	13	14	15
Engine, Major	◒	◓	◓	●	●	●	●	●	●	●
Engine Minor	○	●	◓	●	●	●	●	●	●	●
Engine Cooling	○	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	◓	○	●	◓	●	●	●	●
Trans. Minor	◒	◒	◓	○	◓	●	●	●	●	◓
Drive System	◒	○	○	○	◓	●	●	◓	●	●
Fuel System	●	●	◒	○	◓	●	●	●	◓	●
Electrical	●	●	●	●	●	●	●	●	●	●
Climate System	○	◓	◓	●	◓	●	◓	○	●	○
Suspension	◓	◓	●	◒	●	◓	●	●	●	●
Brakes	○	○	●	●	●	○	●	◓	●	●
Exhaust	●	◓	●	○	◓	●	●	●	●	●
Paint/Trim	○	◓	◓	◓	◓	●	●	●	◓	◓
Noises & Leaks	○	○	◒	◓	●	◓	◓	○	◓	●
Body Hardware	◓	◓	●	●	●	●	●	●	◓	◓
Power Equip.	○	◓	○	◓	●	●	◓	◓	●	○
In-Car Electr.	○	◓	●	●	◓	●	◓	◓	◓	◒
USED CAR VERDICTS	◒	○	◓	◓	◓	◓	●	○	○	●
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$6,600 - $15,000
2007	$7,600 - $16,800
2008	$9,600 - $19,000
2009	$11,100 - $20,600
2010	$12,400 - $22,200
2011	$13,700 - $23,600
2012	$15,500 - $25,300
2013	$16,600 - $26,500
2014	$17,900 - $27,500
2015	$25,600 - $28,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Nissan Juke

SPORT-UTILITY VEHICLE

The funky-looking Juke subcompact SUV is derived from the small Nissan Versa. It's got the raised ride height and optional all-wheel drive of an SUV but the steeply raked rear quarter of a hatchback. Our testers all enjoyed driving it but the very tight rear seats and the trifling cargo space behind them limit its usefulness. Nimble handling and punchy power from the 188-hp, 1.6-liter turbo four-cylinder make it fun and agile. Fuel economy of 24 mpg overall isn't bad for an all-wheel-drive vehicle but the need for premium fuel is a downer. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored Poor in the IIHS small-overlap crash test, a result that applies to all model years.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Juke									
	06	07	08	09	10	11	12	13	14	15
Engine, Major						●	○	◓	*	*
Engine Minor						◓	◓	◓	*	*
Engine Cooling						◓	◓	◓	*	*
Trans. Major						◓	◓	◓	*	*
Trans. Minor						◓	◓	◓	*	*
Drive System						◒	○	◓	*	*
Fuel System						◓	◓	◒	*	*
Electrical						◓	◓	◓	*	*
Climate System						◓	◓	○	*	*
Suspension						◓	◓	◓	*	*
Brakes						◓	◓	◓	*	*
Exhaust						◓	◓	◓	*	*
Paint/Trim						◓	◓	○	*	*
Noises & Leaks						●	◓	○	*	*
Body Hardware						◓	◓	◓	*	*
Power Equip.						○	◓	◓	*	*
In-Car Electr.						◓	○	◓	*	*
USED CAR VERDICTS						◒	◒	○	*	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$13,900 - $16,100
2012	$15,000 - $17,400
2013	$16,200 - $19,400
2014	$17,600 - $20,700
2015	$18,800 - $22,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	NT	NT
2012	Good	◓/○	◓/◓
2013	Good	◓/○	◓/◓
2014	Good	◓/○	◓/◓
2015	Good	◓/○	◓/◓

Nissan Leaf

SMALL CAR

The five-seat, electric-powered Leaf has a 75-mile typical range. In our 2011 tests a full charge took 6 hours using a 240-volt outlet or 16 hours using 120 volts. Since our test, charge times have been shortened through updates to the car. At low speeds the Leaf feels quick and it is quiet and rides comfortably. Cabin access is easy, and the rear seat is fairly roomy. We measured 3.16 miles per kWh, the equivalent of 106 mpg. Running costs are extremely low: 3.5 cents per mile at the national average of 11 cents per kWh. Standard features include a heated steering wheel and seats. 2013 brought a faster onboard charger and a cheaper S version. The Leaf scored Poor in the IIHS small-overlap crash test, a result that applies to 2013 and later models.

REDESIGN/FRESHENING: 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Leaf									
	06	07	08	09	10	11	12	13	14	15
Engine, Major						◓	◓	◓	◓	◓
Engine Minor						◓	◓	◓	◓	◓
Engine Cooling						◓	◓	◓	◓	◓
Trans. Major						◓	◓	◓	◓	◓
Trans. Minor						◓	◓	◓	◓	◓
Drive System						●	◓	◒	◓	◓
Fuel System						◓	◓	◓	◓	◓
Electrical						●	◒	◓	◓	◓
Climate System						●	◓	●	○	◓
Suspension						◓	◓	◓	◓	◓
Brakes						◓	◓	○	◓	◓
Exhaust						◓	◓	◓	◓	◓
Paint/Trim						◓	◓	◓	◒	◒
Noises & Leaks						◓	◓	◓	◒	◓
Body Hardware						◓	◓	◓	◓	◒
Power Equip.						◓	◓	◓	◓	◓
In-Car Electr.						◓	◓	◒	◓	◓
USED CAR VERDICTS						○	◓	◒	◒	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	$8,800 - $9,200
2012	$9,700 - $10,500
2013	$11,200 - $13,800
2014	$13,500 - $16,300
2015	$15,500 - $19,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	Good	◒/◒	◓/◓
2012	Good	◒/◒	◓/◓
2013	Good	◓/○	◓/○
2014	Good	◓/○	◓/○
2015	Good	◓/○	◓/○

Nissan Maxima

FAMILY CAR

The Maxima tried to bring German sports sedan performance and luxury at a Japanese price point. 2004 brought a complete redesign with a strong 3.5-liter V6. The ride remained stiff and jiggly, handling wasn't so agile, and the interior was just ordinary. The rear seating was very spacious, though. A CVT transmission and a freshening arrived for 2007. 2009 brought another redesign. The ride is composed, the cabin quiet, and the slick powertrain makes it very quick. Controls are simple and the front seats are comfortable. However, the steering is oddly weighted, the low roof inhibits visibility, and rear-seat room is unimpressive. A redesigned Maxima arrived for the 2016 model year. **RELATED MODELS:** Infiniti I30, I35.

REDESIGN/FRESHENING: 2004, 2009, 2016. **SAFETY EQUIPMENT:** ABS, side air bags, and head protection air bags standard. ESC available, standard from 2009. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Maxima								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	◓	◓	◓	◓	◓	◓	◓	
Engine Minor	◒	●	◓	◓	◓	◓	◓	○	◓	
Engine Cooling	◒	◓	◓	◓	◓	◓	◓	◓	◓	
Trans. Major	●	◓	◓	◓	◓	◓	◓	◓	◓	
Trans. Minor	●	◓	◓	◓	◓	◓	◓	◓	◓	
Drive System	●	◒	◓	◓	◓	◓	◓	◓	◓	
Fuel System	○	○	○	◓	◓	◓	◓	◓	◓	
Electrical	◓	○	◓	○	◓	◓	◓	◓	◓	
Climate System	◒	●	●	○	○	◓	◓	◓	◓	
Suspension	◒	○	◒	●	○	◓	◓	◓	◓	
Brakes	●	○	◓	◓	○	◓	◓	◓	◓	
Exhaust	●	◓	◓	◓	◓	◓	◓	◓	◓	
Paint/Trim	◓	○	●	◓	◓	◓	◒	◓	○	
Noises & Leaks	○	●	◓	◓	◓	◓	◒	◓	◓	
Body Hardware	◓	◒	◓	◓	◓	◓	○	◓	◓	
Power Equip.	●	○	◓	●	◓	◓	◓	◓	○	
In-Car Electr.	○	○	◓	◒	◒	◓	○	◓	◓	
USED CAR VERDICTS	●	◒	◓	○	◓	◓	◓	◓	◓	
NEW CAR PREDICTION	New									

PRICES

2006	$6,700 - $7,900
2007	$7,900 - $9,200
2008	$9,400 - $10,800
2009	$14,300 - $15,100
2010	$15,600 - $16,600
2011	$16,900 - $18,400
2012	$18,300 - $20,200
2013	$19,400 - $22,000
2014	$20,800 - $24,100
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/◓
2007	Good	◓/◓	◓/◓
2008	Good	◓/◓	◓/◓
2009	Good	◓/●	●/●
2010	Good	◓/●	●/●
2011	Good	NT	NT
2012	Good	◓/◒	○/●
2013	Good	◓/◒	○/●
2014	Good	◓/◒	○/●
2015	—	—	—

Nissan Murano

SPORT-UTILITY VEHICLE

The Murano's refined and powerful 3.5-liter V6 is mated to a CVT and delivers strong performance and respectable fuel economy. Handling is responsive, secure, and forgiving with optional stability control. A stiff and noisy ride is a significant drawback. The front seats are fairly comfortable and the interior is stylishly dressed. Although access is easy and the seating is roomy, cargo space is limited. The 2009 redesign brought a more comfortable ride, a nicer interior, and standard ESC. Expect 19 mpg overall from the 3.5-liter V6. Subsequent redesigns took the Murano away from budget-BMW sportiness and towards being more luxurious. Through the years, one constant remained: limited rear visibility has been a drawback. A convertible version arrived in 2012, and the Murano went through total redesign for 2015.

REDESIGN/FRESHENING: 2003, 2009, 2015. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC available, standard from 2009. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Murano								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●		◓	◓	●	●	●	●	●
Engine Minor	◒	◒		◓	◓	●	●	●	●	●
Engine Cooling	◓	●		●	●	●	●	●	●	●
Trans. Major	●	◓		◓	●	●	●	●	●	●
Trans. Minor	◓	○		◓	◓	◓	●	●	●	●
Drive System	●	◒		○	○	●	◓	●	●	●
Fuel System	◓	◓		◓	●	●	●	●	●	●
Electrical	●	●		●	●	●	●	●	●	◓
Climate System	○	●		○	◓	●	●	●	●	●
Suspension	●	●		○	◓	◓	◓	●	●	●
Brakes	○	◒		○	○	●	●	●	●	●
Exhaust	◒	○		○	●	●	●	●	●	●
Paint/Trim	○	●		◓	●	●	●	◓	●	●
Noises & Leaks	◒	●		◓	◓	◒	◒	○	○	●
Body Hardware	○	○		●	●	●	●	●	●	●
Power Equip.	○	◓		○	◓	◓	○	●	●	●
In-Car Electr.	◒	○		◒	○	○	◓	◓	○	●
USED CAR VERDICTS	○	○		○	◓	●	◓	◓	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$7,000 - $10,200
2007	$8,200 - $11,500
2008	-
2009	$10,700 - $17,100
2010	$13,300 - $20,800
2011	$15,500 - $23,900
2012	$16,700 - $26,600
2013	$19,700 - $27,700
2014	$21,700 - $30,200
2015	$25,600 - $34,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	●/●
2007	Good	◓/●	●/●
2008	—	—	—
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	◓/○	●/◓
2012	Good	◓/○	●/◓
2013	Good	◓/○	●/◓
2014	Good	◓/○	●/◓
2015	Good	●/○	●/●

Nissan Pathfinder

SPORT-UTILITY VEHICLE

The mid-sized Pathfinder's 2005 redesign brought standard ESC, an available third-row seat, a muscular if thirsty 4.0-liter V6, and an independent rear suspension that improved its handling. The ride remained too stiff, though, and the third-row seat was suitable only for kids. An optional V8 arrived in 2008. For 2013 a new Pathfinder arrived, built on a car-based chassis. It lost its off-road readiness but gained a better ride and a more comfortable interior. Power comes from Nissan's ubiquitous, good-performing 3.5-liter V6 driving through a CVT. This SUV can tow 5,000 pounds and has a slick second row that can move forward even with a child seat installed, allowing access to the way-back. **RELATED MODELS:** Infiniti JX from 2013.

REDESIGN/FRESHENING: 2005, 2013. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. Head protection air bags available, standard from 2009. ESC standard. **DRIVE WHEELS:** Rear or part-time 4WD. Selectable 4WD available. Front or AWD from 2013.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Pathfinder								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	★	●	●	●
Engine Minor	★	★	★	★	★	★	★	●	●	●
Engine Cooling	★	★	★	★	★	★	★	●	●	●
Trans. Major	★	★	★	★	★	★	★	◒	◒	●
Trans. Minor	★	★	★	★	★	★	★	●	◒	●
Drive System	★	★	★	★	★	★	★	◒	◓	●
Fuel System	★	★	★	★	★	★	★	●	●	●
Electrical	★	★	★	★	★	★	★	●	●	●
Climate System	★	★	★	★	★	★	★	◓	●	●
Suspension	★	★	★	★	★	★	★	○	●	◓
Brakes	★	★	★	★	★	★	★	◓	◓	●
Exhaust	★	★	★	★	★	★	★	●	●	●
Paint/Trim	★	★	★	★	★	★	★	●	◒	◓
Noises & Leaks	★	★	★	★	★	★	★	◒	○	◓
Body Hardware	★	★	★	★	★	★	★	◒	◓	●
Power Equip.	★	★	★	★	★	★	★	●	○	◓
In-Car Electr.	★	★	★	★	★	★	★	◒	○	●
USED CAR VERDICTS	★	★	★	★	★	★	★	●	●	◓
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$6,900 - $10,800
2007	$8,000 - $14,600
2008	$10,300 - $17,600
2009	$11,700 - $19,900
2010	$14,600 - $23,800
2011	$17,200 - $25,800
2012	$19,300 - $29,500
2013	$21,000 - $32,000
2014	$22,900 - $34,700
2015	$26,800 - $38,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	NT
2010	Good	◓/◓	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	●/○	●/●
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Nissan Quest

MINIVAN

A 2004 redesign gave the Quest a roomy, comfortable interior. Both the second- and third-row seats could fold flat to maximize cargo room. Handling was responsive and secure. A 2007 freshening improved the formerly confusing dashboard layout. 2009 was the last model year for that generation but an all-new Quest arrived for 2011. It's exceptionally spacious, a luxurious vehicle with a quiet, plush interior and smooth, compliant ride. Handling is sound but not sporty. Both rear rows fold flat to form a flush load floor However, it only has seating for seven at the most, not eight like many competitors. A covered bay behind the third-row seat can hide bags and cargo, a small but clever feature.

REDESIGN/FRESHENING: 2004, 2011. **SAFETY EQUIPMENT:** ABS standard. ESC and side air bags available, standard starting from 2011. Head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Quest								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★		★	●	★	★	★
Engine Minor	★	★	★	★		★	●	★	★	★
Engine Cooling	★	★	★	★		★	●	★	★	★
Trans. Major	★	★	★	★		★	◓	★	★	★
Trans. Minor	★	★	★	★		★	●	★	★	★
Drive System	★	★	★	★		★	◓	★	★	★
Fuel System	★	★	★	★		★	●	★	★	★
Electrical	★	★	★	★		★	●	★	★	★
Climate System	★	★	★	★		★	◓	★	★	★
Suspension	★	★	★	★		★	○	★	★	★
Brakes	★	★	★	★		★	◒	★	★	★
Exhaust	★	★	★	★		★	◓	★	★	★
Paint/Trim	★	★	★	★		★	●	★	★	★
Noises & Leaks	★	★	★	★		★	◒	★	★	★
Body Hardware	★	★	★	★		★	●	★	★	★
Power Equip.	★	★	★	★		★	○	★	★	★
In-Car Electr.	★	★	★	★		★	◓	★	★	★
USED CAR VERDICTS	★	★	★	★		★	●	★	★	★
NEW CAR PREDICTION	NA									

PRICES

2006	$5,300 - $8,300
2007	$6,500 - $9,300
2008	$8,000 - $12,900
2009	$9,400 - $15,700
2010	-
2011	$15,500 - $24,300
2012	$17,200 - $25,600
2013	$20,000 - $27,600
2014	$22,500 - $30,600
2015	$25,900 - $34,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	—	—	—
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Nissan Rogue

SPORT-UTILITY VEHICLE

Derived from the Sentra sedan, the first-generation Nissan Rogue ran from 2008 through 2013. While it was a handy compact size, the cargo area was pretty puny and styling impeded the view aft. The 170-hp, 2.5-liter, four-cylinder engine sounded a bit raspy at high revs, but averaged a respectable 22 mpg. The CVT transmission worked well. The ride is supple and handling fairly nimble. Convenience features included keyless entry and a removable, foldable cargo organizer for the rear storage area. The 2014 redesign made the Rogue bigger and better: quiet and refined and with a better ride than most other small SUVs. A tiny third-row seat was optional, and a backup camera was standard. A clever surround-view system was also available. The old Rogue is still sold as the Rogue Select.

REDESIGN/FRESHENING: 2008, 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS Nissan Rogue	06	07	08	09	10	11	12	13	14	15
Engine, Major			●	●	●	●	●	●	●	●
Engine Minor			●	○	●	●	◓	●	●	●
Engine Cooling			●	●	●	●	●	●	●	●
Trans. Major			●	◒	○	●	●	●	●	●
Trans. Minor			◒	◒	◓	◓	●	●	●	●
Drive System			◒	●	◓	●	●	●	●	●
Fuel System			●	◓	●	●	●	●	●	●
Electrical			●	●	●	●	●	●	●	●
Climate System			○	○	◓	●	◓	◓	○	●
Suspension			○	◓	●	●	●	◓	●	●
Brakes			◒	◒	◒	○	●	●	●	●
Exhaust			●	●	●	●	●	●	●	●
Paint/Trim			●	●	●	○	◓	◓	◓	●
Noises & Leaks			○	○	◓	◓	◒	◒	◒	●
Body Hardware			◓	◓	●	●	◓	◓	◓	●
Power Equip.			◓	◓	●	◓	◓	◓	○	●
In-Car Electr.			●	○	●	◓	○	◓	●	◓
USED CAR VERDICTS			○	○	◓	●	○	○	◒	◓
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	$8,300 - $11,500
2009	$9,600 - $12,500
2010	$11,800 - $15,300
2011	$13,200 - $16,700
2012	$14,900 - $20,600
2013	$17,700 - $21,000
2014	$19,300 - $26,500
2015	$22,800 - $29,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	◓/○	●/◓
2012	Good	◓/○	●/◓
2013	Good	◓/○	●/◓
2014	Good	○/◒	●/●
2015	Good	◓/○	●/●

Nissan Sentra

SMALL CAR

The pre-2007 Sentra was one of the more pleasant small sedans, with a spirited powertrain, decent handling, and a reasonably quiet, well-designed interior. A cramped rear and just adequate brakes mark earlier models. A redesign in 2007 brought a roomy rear seat, a civilized and quiet ride, and easy cabin access. Handling is sound with ESC, but without it the Sentra can fishtail too easily. Despite a rich list of readily available features such as iPod control, the Sentra has simple controls. A redesign for 2013 diminished steering feel, and left the ride below par. Equipment levels are good but the interior feels cheap and the engine is a bit noisy. Fuel economy with the CVT rose to a respectable 29 mpg.

REDESIGN/FRESHENING: 2007, 2013. **SAFETY EQUIPMENT:** ABS available. Side air bags available from 2000, side and head protection air bags standard from 2007. ESC available in 2010, standard from 2011.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS Nissan Sentra	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	○	◓	*	○	●	●	●	●	*
Engine Minor	●	○	◓	*	●	●	●	●	◓	*
Engine Cooling	●	●	●	*	●	●	●	●	●	*
Trans. Major	●	◓	◓	*	●	●	●	◒	●	*
Trans. Minor	●	○	◓	*	●	●	●	●	●	*
Drive System	◓	●	◓	*	●	●	◓	○	◓	*
Fuel System	●	◓	●	*	●	◓	●	●	●	*
Electrical	●	◓	●	*	◓	●	●	●	●	*
Climate System	○	●	◒	*	○	◓	○	●	●	*
Suspension	●	○	○	*	●	◒	●	◓	●	*
Brakes	◓	○	○	*	○	●	◓	◒	●	*
Exhaust	◓	●	◒	*	◒	●	●	●	●	*
Paint/Trim	◓	◓	●	*	○	●	●	◒	◓	*
Noises & Leaks	○	●	◒	*	◓	●	○	●	●	*
Body Hardware	◓	◓	◓	*	○	●	◓	◓	◓	*
Power Equip.	●	◓	◓	*	◓	●	●	○	●	*
In-Car Electr.	○	●	●	*	○	●	◓	◓	○	*
USED CAR VERDICTS	●	○	○	*	○	○	○	●	○	*
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$4,400 - $6,000
2007	$5,300 - $7,000
2008	$6,200 - $8,600
2009	$6,700 - $9,200
2010	$7,900 - $10,100
2011	$9,400 - $12,200
2012	$10,900 - $13,800
2013	$12,800 - $14,900
2014	$14,600 - $16,000
2015	$15,100 - $16,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	◓/◓	◒/NA
2007	Good	●/●	●/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	◓/○	●/◒
2012	Good	◓/○	●/◒
2013	Good	◓/○	●/●
2014	Good	◓/○	●/●
2015	Good	◓/◓	●/●

Nissan Titan

PICKUP TRUCK

The Titan was Nissan's first full-sized pickup. It has an impressively large cabin, is relatively agile, has a fairly comfortable ride, and a very smooth transmission. From its 2004 introduction safety features included optional electronic stability control and head-protection air bags. The crew cab's cargo bed is fairly small compared with the competition, and payload capacity was a meager 1,105 pounds in our 2004 version. The payload was raised in later models. The muscular V8 provides strong acceleration, but the constant engine and exhaust noise can become tiresome. A 2008 freshening included styling updates and a long-bed version. The damped-action tailgate is a handy feature. Still, interior fit and finish is lackluster and neither a standard cab nor different engines are available.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS standard. ESC, side and head protection air bags available, standard from 2010. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Titan								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	★	★	★	★	★	★	★	★	★
Engine Minor	●	★	★	★	★	★	★	★	★	★
Engine Cooling	●	★	★	★	★	★	★	★	★	★
Trans. Major	○	★	★	★	★	★	★	★	★	★
Trans. Minor	○	★	★	★	★	★	★	★	★	★
Drive System	◓	★	★	★	★	★	★	★	★	★
Fuel System	●	★	★	★	★	★	★	★	★	★
Electrical	◓	★	★	★	★	★	★	★	★	★
Climate System	●	★	★	★	★	★	★	★	★	★
Suspension	●	★	★	★	★	★	★	★	★	★
Brakes	◓	★	★	★	★	★	★	★	★	★
Exhaust	●	★	★	★	★	★	★	★	★	★
Paint/Trim	●	★	★	★	★	★	★	★	★	★
Noises & Leaks	○	★	★	★	★	★	★	★	★	★
Body Hardware	◒	★	★	★	★	★	★	★	★	★
Power Equip.	○	★	★	★	★	★	★	★	★	★
In-Car Electr.	○	★	★	★	★	★	★	★	★	★
USED CAR VERDICTS	○	★	★	★	★	★	★	★	★	★
NEW CAR PREDICTION	New									

PRICES

2006	$6,700 - $15,900
2007	$7,700 - $17,100
2008	$8,600 - $18,300
2009	$10,600 - $21,100
2010	$12,500 - $23,200
2011	$14,400 - $26,300
2012	$16,800 - $29,000
2013	$18,500 - $30,900
2014	$20,200 - $32,300
2015	$26,100 - $38,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	NT
2007	Good	●/◓	NT
2008	Good	●/◓	NT
2009	Good	●/◓	NT
2010	Good	●/◓	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Nissan Versa

SMALL CAR

Nissan's subcompact Versa debuted in 2007 in both hatchback and sedan versions. Although smaller than the Sentra, it packs an impressively roomy rear seat and its tall roof line allows easy access. The 1.8- liter, four-cylinder engine is relatively refined, but needs to be revved up to deliver power. The standard six-speed manual is a bit clunky; the optional CVT may be a better bet. Fuel economy is good, but not a standout at 28 mpg with the CVT. We found the ride relatively comfortable and quiet, but handling wasn't a long suit. Curtain air bags were standard, but antilock brakes were rare in early models. The 2012 redesign of the sedan was a disappointment, eroding the previous car's budget-plush feel with a noisy and blatantly cheap interior and a so-so ride.

REDESIGN/FRESHENING: 2007, 2012. **SAFETY EQUIPMENT:** ABS available. Side and head protection air bags standard. ESC available from 2010, standard from 2012. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Versa								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	NA									

PRICES

2006	-
2007	$5,200 - $5,800
2008	$5,800 - $6,600
2009	$5,300 - $7,000
2010	$6,400 - $7,900
2011	$7,500 - $9,000
2012	$9,200 - $10,600
2013	$10,300 - $11,700
2014	$11,600 - $12,900
2015	$12,800 - $14,400

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	◓/◓	●/●
2008	Good	◓/◓	◓/◓
2009	Good	◓/◓	◓/◓
2010	Good	◓/◓	◓/◓
2011	Good	○/◒	◒/◒
2012	Good	◓/○	○/◓
2013	Good	◓/○	○/◓
2014	Good	◓/○	○/◓
2015	Good	◓/○	○/◓

Nissan Xterra

SPORT-UTILITY VEHICLE

The Nissan Xterra debuted as a 2000 model. Based on Nissan's Frontier pickup, it was made to be a rugged, basic, trucklike SUV, and to serve as a less-expensive alternative to the Pathfinder. It boasted a large cargo area but a fairly skimpy load capacity. Highs include good off-roading and towing capacity. But the ride, handling, braking, and fuel economy are subpar. A 2005 redesign was larger in all dimensions and much more civilized while retaining the off-road capability. The strong 4.0-liter V6 engine delivers quick acceleration, but overall mileage is just 17 mpg. The four-wheel-drive system is still part-time only. 2015 was the Xterra's final year.

REDESIGN/FRESHENING: 2005. **SAFETY EQUIPMENT:** ABS standard. ESC available, standard from 2006. Head protection air bags available, standard from 2009. Side air bags available, standard from 2009. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS Nissan Xterra	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	○	◓	★	●	★	★	★	★	★
Engine Minor	◓	◓	●	★	◓	★	★	★	★	★
Engine Cooling	◓	○	●	★	●	★	★	★	★	★
Trans. Major	●	●	◓	★	◓	★	★	★	★	★
Trans. Minor	○	◓	◓	★	◓	★	★	★	★	★
Drive System	◒	●	◒	★	○	★	★	★	★	★
Fuel System	●	●	○	★	●	★	★	★	★	★
Electrical	◓	●	●	★	●	★	★	★	★	★
Climate System	○	●	○	★	◓	★	★	★	★	★
Suspension	◓	◓	◓	★	◓	★	★	★	★	★
Brakes	○	●	○	★	◓	★	★	★	★	★
Exhaust	○	●	●	★	◓	★	★	★	★	★
Paint/Trim	◓	●	○	★	●	★	★	★	★	★
Noises & Leaks	●	◓	●	★	◓	★	★	★	★	★
Body Hardware	◓	◓	◒	★	●	★	★	★	★	★
Power Equip.	●	◓	◓	★	◒	★	★	★	★	★
In-Car Electr.	○	●	●	★	●	★	★	★	★	★
USED CAR VERDICTS	◒	○	○	★	○	★	★	★	★	★
NEW CAR PREDICTION	NA									

PRICES

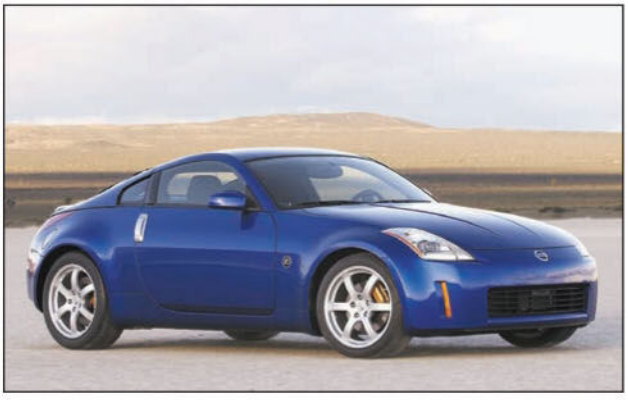
2006	$6,800 - $9,900
2007	$8,200 - $11,500
2008	$10,100 - $14,300
2009	$11,400 - $15,300
2010	$13,400 - $18,700
2011	$15,300 - $19,700
2012	$17,500 - $21,300
2013	$19,600 - $23,200
2014	$21,300 - $24,800
2015	$24,300 - $27,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Nissan Z

SPORTS/SPORTY CAR



The 350Z bowed for 2003, sharing its strong, smooth V6 and some other components with the Infiniti G. Acceleration is very quick and fuel economy is respectable. Handling is good but not as agile as some. The six-speed manual has a notchy shifter. The ride is harsh, the cabin is cramped, and tire and road noise is pronounced. Rear visibility is especially poor. A convertible with a power-operated top is also available. Later models had improved interior materials and a slightly better ride. The coupe was redesigned for 2009, with the engine moving to 3.7 liters. The convertible followed a year later. Handling is very agile now but the ride is still stiff and choppy.
RELATED MODELS: Infiniti G.

REDESIGN/FRESHENING: 2003, 2009. **SAFETY EQUIPMENT:** ABS standard. ESC, side and head protection air bags available, standard from 2010. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS Nissan Z	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	★	★	★	★	★	★	★	★	★
Engine Minor	●	★	★	★	★	★	★	★	★	★
Engine Cooling	●	★	★	★	★	★	★	★	★	★
Trans. Major	●	★	★	★	★	★	★	★	★	★
Trans. Minor	●	★	★	★	★	★	★	★	★	★
Drive System	○	★	★	★	★	★	★	★	★	★
Fuel System	○	★	★	★	★	★	★	★	★	★
Electrical	●	★	★	★	★	★	★	★	★	★
Climate System	●	★	★	★	★	★	★	★	★	★
Suspension	◓	★	★	★	★	★	★	★	★	★
Brakes	●	★	★	★	★	★	★	★	★	★
Exhaust	●	★	★	★	★	★	★	★	★	★
Paint/Trim	●	★	★	★	★	★	★	★	★	★
Noises & Leaks	●	★	★	★	★	★	★	★	★	★
Body Hardware	◓	★	★	★	★	★	★	★	★	★
Power Equip.	●	★	★	★	★	★	★	★	★	★
In-Car Electr.	●	★	★	★	★	★	★	★	★	★
USED CAR VERDICTS	●	★	★	★	★	★	★	★	★	★
NEW CAR PREDICTION	NA									

PRICES

2006	$9,600 - $13,900
2007	$10,800 - $17,000
2008	$12,100 - $18,100
2009	$15,800 - $19,600
2010	$17,400 - $22,200
2011	$19,100 - $23,900
2012	$21,200 - $26,300
2013	$23,600 - $29,200
2014	$25,900 - $32,300
2015	$28,000 - $36,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	●/NA
2007	NT	NT	●/NA
2008	NT	◓/◓	●/NA
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Pontiac G6

FAMILY CAR

The Grand Am was an uninspired design from the start. The 1999 redesign improved its ride and handling somewhat. The cabin offers plenty of headroom, but interior trim is flimsy and wind noise is pronounced. The V6 is the better engine choice. For 2005, the Grand Am was replaced by the G6, based on the Chevy Malibu, but not as well-rounded. The V6 sounds coarse, the ride is stiff, and handling isn't agile. Interior quality is unimpressive, and the coupe-like styling impedes rear access and visibility. Coupe and hardtop convertible versions were new for 2006. The 3.9-liter, 240-hp GTP model has standard ESC. The G6 was discontinued in 2009. **RELATED MODELS:** Chevrolet Malibu.

REDESIGN/FRESHENING: 2005. **SAFETY EQUIPMENT:** ABS available until 2007, standard from 2008. Side and head protection air bags available, side air bags standard from 2008. ESC available. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Pontiac G6

	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	○	○	*					
Engine Minor	◒	●	●	●	*					
Engine Cooling	●	◓	◒	◓	*					
Trans. Major	●	○	●	●	*					
Trans. Minor	◓	●	●	●	*					
Drive System	●	○	◒	○	*					
Fuel System	●	○	○	◓	*					
Electrical	◓	◓	◒	●	*					
Climate System	◓	●	●	◓	*					
Suspension	●	●	●	◓	*					
Brakes	●	◒	●	●	*					
Exhaust	○	○	●	◒	*					
Paint/Trim	○	◓	○	●	*					
Noises & Leaks	●	●	○	●	*					
Body Hardware	○	○	◒	◓	*					
Power Equip.	○	◒	●	●	*					
In-Car Electr.	○	●	●	◒	*					
USED CAR VERDICTS	◒	○	●	◒	*					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,100 - $10,100
2007	$5,900 - $10,600
2008	$6,800 - $11,400
2009	$8,200 - $13,200
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	●/●
2007	Good	●/◓	●/●
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Pontiac Solstice

SPORTS/SPORTY CAR

The Pontiac Solstice was a stylish two-seat roadster that never lived up to its looks. It was powered by a 2.4-liter, 177-hp four-cylinder engine that sounds and feels harsh when revved. Wide spacing between the gear ratios in the five-speed manual is a major flaw. The turbocharged GXP model is considerably more enjoyable to drive. Handling is fairly nimble, and the ride is tolerable. Wind noise is apparent even at modest speeds. Antilock brakes were optional. Lowering the manual top is a multistep process that requires getting out of the car. Interior fit and finish was inferior to most competitors. Trunk space and interior storage are virtually nonexistent. 2009 was the last year for the Solstice. **RELATED MODELS:** Saturn Sky.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS available, standard in 2009. ESC available from 2007, standard in 2009. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS — Pontiac Solstice

	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$7,200 - $7,200
2007	$8,200 - $9,600
2008	$9,800 - $11,900
2009	$11,700 - $14,200
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	◓/◓	◓/NA
2008	NT	◓/◓	◓/NA
2009	NT	◓/◓	◓/NA
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Pontiac Vibe

SMALL WAGON

The Vibe, a twin of the Toyota Matrix, uses a 1.8-liter four-cylinder that drones loudly and performs modestly. GT models use a stronger version of this engine and come only with a six-speed manual. Handling is fairly nimble, and the ride is compliant if a little jittery. Access is very easy, and the rear seat is quite roomy. The driving position is only so-so. The optional AWD system works well but hurts acceleration and fuel economy. Folding the rear seats creates a large, flat load floor. Overall, this is a sensible alternative to a small SUV. Stability control became available in 2005, but may be difficult to find. The Vibe was redesigned for 2009 but dropped after 2010 with the rest of Pontiac. **RELATED MODELS:** Toyota Matrix.

REDESIGN/FRESHENING: 2003, 2009. **SAFETY EQUIPMENT:** ABS and side air bags available, standard from 2009. ESC available, standard from 2009. Head protection air bags available, standard from 2009. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS Pontiac Vibe	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	◓					
Engine Minor	◓	●	●	◓	◓					
Engine Cooling	●	●	◓	●	●					
Trans. Major	●	●	●	●	●					
Trans. Minor	●	●	●	●	●					
Drive System	●	◓	●	◓	●					
Fuel System	◓	◒	○	●	●					
Electrical	●	●	●	●	●					
Climate System	○	◓	◓	◓	●					
Suspension	●	●	●	◓	○					
Brakes	◓	○	●	◒	◒					
Exhaust	○	○	◓	●	●					
Paint/Trim	○	◓	◓	◓	◓					
Noises & Leaks	◓	◓	◓	○	◒					
Body Hardware	◓	●	●	●	●					
Power Equip.	●	●	●	●	●					
In-Car Electr.	◓	●	●	◒	◓					
USED CAR VERDICTS	●	●	●	◓	◓					
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,400 - $6,100
2007	$6,200 - $6,200
2008	$7,000 - $7,000
2009	$7,900 - $10,900
2010	$8,800 - $11,700
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	●/◓	○/◓
2007	NT	●/◓	○/◓
2008	NT	●/◓	○/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Porsche 911

SPORTS/SPORTY CAR

The 911 has long been considered one of the world's most desirable sports cars. We tested a 2005 911 Carrera S and found it a gas to drive, with pinpoint steering and rock-solid body control. Handling is extremely precise and agile, and the ride is relatively supple. Braking is phenomenal. Rear seats, a reasonable trunk, and good visibility are added bonuses in a sports car. In later years Porsche bumped the power a bit and added a seven-speed sequential transmission in 2011. The 2013 redesign brought more power and improved fuel economy to the 911 line, through new seven-speed automated manual and manual transmissions and engine stop-start technology. The automatic gives nothing up in performance. The car is still super quick and agile, yet also more civilized than ever.

REDESIGN/FRESHENING: 2005, 2013. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. ESC standard. Head protection air bags standard. **DRIVE WHEELS:** Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS Porsche 911	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	●	●	●	★
Engine Minor	★	★	★	★	★	★	◒	○	●	★
Engine Cooling	★	★	★	★	★	★	●	●	●	★
Trans. Major	★	★	★	★	★	★	◒	●	●	★
Trans. Minor	★	★	★	★	★	★	●	●	●	★
Drive System	★	★	★	★	★	★	●	●	●	★
Fuel System	★	★	★	★	★	★	●	●	●	★
Electrical	★	★	★	★	★	★	●	●	●	★
Climate System	★	★	★	★	★	★	◒	●	◒	★
Suspension	★	★	★	★	★	★	●	●	●	★
Brakes	★	★	★	★	★	★	●	●	●	★
Exhaust	★	★	★	★	★	★	●	●	●	★
Paint/Trim	★	★	★	★	★	★	●	◓	●	★
Noises & Leaks	★	★	★	★	★	★	●	●	◓	★
Body Hardware	★	★	★	★	★	★	●	◓	●	★
Power Equip.	★	★	★	★	★	★	●	◓	●	★
In-Car Electr.	★	★	★	★	★	★	●	●	●	★
USED CAR VERDICTS	★	★	★	★	★	★	●	○	●	★
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$28,300 - $39,200
2007	$30,300 - $58,600
2008	$33,100 - $68,100
2009	$37,700 - $76,200
2010	$43,200 - $87,200
2011	$51,300 - $106,900
2012	$60,600 - $113,500
2013	$69,500 - $91,400
2014	$78,600 - $104,800
2015	$89,300 - $167,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Porsche Boxster

CONVERTIBLE

This sporty mid-engine roadster has fun, agile handling, excellent brakes, and precise steering. The ride is firm and well controlled, yet not punishing. The two fore-and-aft trunks add some practicality. The power top is easy to operate and works at up to 30 mph. For 2005, Porsche updated the interior and exterior styling, and boosted power in both the base and performance S versions. 2007 brought further styling updates and power upgrades, as well as six-speed gearboxes. In 2009 the Boxsters gained a seven-speed sequential transmission. An all-new Boxster arrived for 2013 with a longer wheelbase and a wider track. Handling is excellent even with the electric steering, and the ride is not punishing. Interior quality and refinement were improved.

REDESIGN/FRESHENING: 2005, 2013. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC standard. Head protection air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Boxster								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	★	●	★	★
Engine Minor	★	★	★	★	★	★	★	●	★	★
Engine Cooling	★	★	★	★	★	★	★	●	★	★
Trans. Major	★	★	★	★	★	★	★	●	★	★
Trans. Minor	★	★	★	★	★	★	★	●	★	★
Drive System	★	★	★	★	★	★	★	●	★	★
Fuel System	★	★	★	★	★	★	★	◓	★	★
Electrical	★	★	★	★	★	★	★	●	★	★
Climate System	★	★	★	★	★	★	★	●	★	★
Suspension	★	★	★	★	★	★	★	●	★	★
Brakes	★	★	★	★	★	★	★	●	★	★
Exhaust	★	★	★	★	★	★	★	●	★	★
Paint/Trim	★	★	★	★	★	★	★	●	★	★
Noises & Leaks	★	★	★	★	★	★	★	●	★	★
Body Hardware	★	★	★	★	★	★	★	●	★	★
Power Equip.	★	★	★	★	★	★	★	◓	★	★
In-Car Electr.	★	★	★	★	★	★	★	◓	★	★
USED CAR VERDICTS	★	★	★	★	★	★	★	○	★	★
NEW CAR PREDICTION	Average ○									

PRICES

2006	$17,200 - $21,400
2007	$19,200 - $24,100
2008	$21,500 - $28,800
2009	$24,000 - $30,500
2010	$27,800 - $34,900
2011	$31,900 - $47,300
2012	$35,400 - $51,400
2013	$45,800 - $57,700
2014	$48,700 - $61,200
2015	$53,400 - $74,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Porsche Cayenne

SPORT-UTILITY VEHICLE

Porsche's luxury, midsized SUV offers V6 and V8 engines. Low-range gearing and advanced electronics promise some off-road capability. The S and Turbo models are very fast; the Turbo S has even more power. Some controls are overly complicated. Modest styling changes arrived for 2008. The ride is controlled, but very stiff. A comprehensive 2011 redesign made the Cayenne one of the sportiest, most agile SUVs on the market. Available in V6, V8, turbo V8, and hybrid versions, all have a slick eight-speed automatic transmission. A turbodiesel V6 arrived for 2013. The ride is a bit stiff at low speeds but steady and controlled as you pick up the pace. The cabin is well finished but many controls are over-complicated. **RELATED MODELS:** Audi Q7, Volkswagen Touareg.

REDESIGN/FRESHENING: 2003, 2008, 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Cayenne								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★		★	★	★	★	●	●	★	
Engine Minor	★		★	★	★	★	●	●	★	
Engine Cooling	★		★	★	★	★	●	●	★	
Trans. Major	★		★	★	★	★	●	●	★	
Trans. Minor	★		★	★	★	★	●	●	★	
Drive System	★		★	★	★	★	●	●	★	
Fuel System	★		★	★	★	★	◓	●	★	
Electrical	★		★	★	★	★	●	●	★	
Climate System	★		★	★	★	★	●	●	★	
Suspension	★		★	★	★	★	●	●	★	
Brakes	★		★	★	★	★	●	●	★	
Exhaust	★		★	★	★	★	●	●	★	
Paint/Trim	★		★	★	★	★	◓	●	★	
Noises & Leaks	★		★	★	★	★	◓	◓	★	
Body Hardware	★		★	★	★	★	○	●	★	
Power Equip.	★		★	★	★	★	◓	○	★	
In-Car Electr.	★		★	★	★	★	○	●	★	
USED CAR VERDICTS	★		★	★	★	★	◓	○	★	
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$13,100 - $22,200
2007	-
2008	$16,500 - $28,000
2009	$22,800 - $50,400
2010	$28,600 - $59,500
2011	$36,700 - $71,800
2012	$43,600 - $82,400
2013	$50,200 - $100,000
2014	$58,000 - $137,200
2015	$78,100 - $134,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	—	—	—
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Porsche Cayman

SPORTS/SPORTY CAR

Porsche used the Boxster platform as the basis for the Cayman coupe. Power comes from a mid-mounted, 2.7-liter, flat-six engine. The Cayman S is the higher-performance version, placing it between the Boxster and 911 in terms of price and performance. Both five- and six-speed manuals are available; a five-speed Tiptronic automatic optional. The fixed-roof coupe seats two passengers and uses a hatchback design that allows for more rear storage than the Boxster. Like the Boxster, the Cayman also has a front trunk. An all-new Cayman arrived for 2014 with a longer wheelbase and a wider track. Both the base and S are offered with a manual or automated manual transmissions. Handling is excellent even with the electric steering, and the ride is not punishing. **RELATED MODELS:** Porsche Boxster.

REDESIGN/FRESHENING: 2006, 2014. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Cayman								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	★		●	★
Engine Minor	★	★	★	★	★	★	★		●	★
Engine Cooling	★	★	★	★	★	★	★		◓	★
Trans. Major	★	★	★	★	★	★	★		●	★
Trans. Minor	★	★	★	★	★	★	★		●	★
Drive System	★	★	★	★	★	★	★		◒	★
Fuel System	★	★	★	★	★	★	★		●	★
Electrical	★	★	★	★	★	★	★		●	★
Climate System	★	★	★	★	★	★	★		●	★
Suspension	★	★	★	★	★	★	★		●	★
Brakes	★	★	★	★	★	★	★		●	★
Exhaust	★	★	★	★	★	★	★		●	★
Paint/Trim	★	★	★	★	★	★	★		●	★
Noises & Leaks	★	★	★	★	★	★	★		●	★
Body Hardware	★	★	★	★	★	★	★		●	★
Power Equip.	★	★	★	★	★	★	★		◓	★
In-Car Electr.	★	★	★	★	★	★	★		●	★
USED CAR VERDICTS	★	★	★	★	★	★	★		◒	★
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	$19,800 - $19,800
2007	$19,000 - $23,800
2008	$21,800 - $26,800
2009	$24,500 - $31,200
2010	$28,500 - $35,900
2011	$32,900 - $44,500
2012	$37,100 - $53,200
2013	-
2014	$50,800 - $63,100
2015	$57,300 - $78,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	—	—	—
2014	NT	NT	NT
2015	NT	NT	NT

Porsche Panamera

LUXURY CAR

Porsche's four-door luxury car is a large, low-slung car with a coupe silhouette and a hatchback body. Handling is agile, with excellent steering and a supple ride. Normally aspirated and turbocharged V8s are offered, along with a V6. All use a quick-shifting seven-speed automated manual that isn't as smooth at low speeds as a regular automatic. Our tested S model, with a 400-hp, 4.8-liter V8, returned strong performance and 20 mpg overall. Four adults fit in the snug but beautifully finished interior. Complicated and button-laden controls, tight access, and impaired visibility are demerits. A hybrid and a long-wheelbase Executive version arrived for 2014.

REDESIGN/FRESHENING: 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Panamera								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$45,800 - $64,800
2011	$43,900 - $74,500
2012	$52,100 - $108,700
2013	$62,200 - $122,500
2014	$63,600 - $149,300
2015	$75,900 - $158,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Saab 9-3

UPSCALE CAR

The original 9-3 had secure handling, a large and versatile hatchback, and a full complement of safety features, but rode stiffly, was noisy, and had a cramped interior. A high-performance, 230-hp Viggen model was available. The redesigned 2003 9-3 dropped the hatchback, coming as a four-door sedan, convertible, or wagon with a choice of turbo four-cylinder engines. Good points were sporty and capable handling and good braking. The front seats are well-sculpted but rear seat is tight. Some controls are overly complex, and the 9-3 isn't as comfortable as some competitors. For 2007 the car was freshened with revised styling, better interior controls, an available AWD model, and a turbo six-cylinder. The SportCombi was the wagon version. The brand has been discontinued.

REDESIGN/FRESHENING: 2003, 2007. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. Head protection air bags and ESC standard. **DRIVE WHEELS:** Front. AWD available from 2007.

RELIABILITY HISTORY

TROUBLE SPOTS	Saab 9-3									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◓	◒	●	*	*	*				
Engine Minor	◓	◓	●	*	*	*				
Engine Cooling	◓	◓	●	*	*	*				
Trans. Major	◓	◓	◓	*	*	*				
Trans. Minor	◓	◓	◓	*	*	*				
Drive System	○	◓	●	*	*	*				
Fuel System	○	◒	◓	*	*	*				
Electrical	○	◓	●	*	*	*				
Climate System	◓	◓	◒	*	*	*				
Suspension	◓	○	○	*	*	*				
Brakes	◓	◓	◓	*	*	*				
Exhaust	◓	◓	◓	*	*	*				
Paint/Trim	◓	◓	◓	*	*	*				
Noises & Leaks	◓	◓	●	*	*	*				
Body Hardware	◓	◓	○	*	*	*				
Power Equip.	◒	◒	●	*	*	*				
In-Car Electr.	◓	○	◒	*	*	*				
USED CAR VERDICTS	◓	◓	●	*	*	*				
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$4,800 - $7,400
2007	$5,200 - $8,500
2008	$6,200 - $10,600
2009	$7,700 - $13,200
2010	$8,800 - $15,000
2011	$10,600 - $16,600
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	◓/◓	●/◓
2008	Good	◓/◓	●/◓
2009	Good	◓/◓	●/◓
2010	Accept.	◓/◓	●/◓
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Saab 9-5

UPSCALE CAR

Saab's 9-5 is a competent car with capable and secure handling. The ride is firm and compliant, but road noise is pronounced. The turbocharged 2.3-liter, 170-hp four-cylinder (185 hp from 2000 on) provides ample acceleration. The 3.0-liter, 200-hp V6 is smoother, quieter, and stronger. A higher-performance 230-hp Aero model was added for 2000. Aside from styling updates the 9-5 was largely unchanged through 2009. A major 2010 redesign was based on Buick LaCrosse underpinnings but wasn't as well rounded. It handled fairly nimbly and has great fit and finish but the 220-hp turbocharged Four is noisy and a little weak. The stiff ride and cramped cockpit didn't help, either, and sales were meager. The Saab brand has been discontinued.

REDESIGN/FRESHENING: 1999, 2010. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. ESC standard. **DRIVE WHEELS:** Front. AWD available starting 2010.

RELIABILITY HISTORY

TROUBLE SPOTS	Saab 9-5									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,100 - $5,600
2007	$6,000 - $7,300
2008	$6,900 - $8,400
2009	$9,400 - $11,600
2010	$12,800 - $12,800
2011	$12,000 - $16,300
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/◓
2007	Good	●/●	●/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	NT	NT
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Saturn Aura

FAMILY CAR

The Aura uses the same platform as the Pontiac G6. The XE model has a coarse 3.5-liter V6 paired with a four-speed automatic. A smoother, stronger 252-hp, 3.6-liter V6 with a six-speed automatic is in the up-level XR. Both returned 20 mpg overall in our testing. Our tested XE had a better ride than the XR, which is stiffer and harsh over bumps. Both were nimble and responsive, but easily slid their tails at their handling limits. The interior has considerably nicer materials than past Saturns. Curtain air bags and ABS are standard, but ESC is standard only on the XR and the hybrid version. 2009 was its last year. **RELATED MODELS:** Pontiac G6, Chevrolet Malibu.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** Dual front, side, and head protection air bags standard. ABS and safety-belt pretensioners standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Saturn Aura

	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	●	◓							
Engine Minor	○	◓	○							
Engine Cooling	◓	●	●							
Trans. Major	◓	●	○							
Trans. Minor	●	●	●							
Drive System	○	●	○							
Fuel System	◒	◒	◒							
Electrical	●	●	○							
Climate System	●	○	○							
Suspension	●	●	○							
Brakes	◒	●	●							
Exhaust	●	◓	◓							
Paint/Trim	◓	○	●							
Noises & Leaks	◓	●	◒							
Body Hardware	●	◓	○							
Power Equip.	○	●	◒							
In-Car Electr.	○	●	◒							
USED CAR VERDICTS		○	○	◒						
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$4,700 - $5,600
2008	$5,100 - $6,500
2009	$6,900 - $8,200
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Saturn Outlook

SPORT-UTILITY VEHICLE

The Outlook is a large, car-based SUV introduced for 2007, a sibling of the GMC Acadia and Chevrolet Traverse. It can seat eight passengers, or seven when equipped with second-row captain's chairs. A comfortable ride and responsive handling were strong suits. The interior is quiet and well made, but some drivers found the head restraints uncomfortable. The third-row seat is roomy enough for adults so long as the second-row seats are moved forward. The 3.6-liter V6 engine is smooth and refined. Its six-speed automatic transmission hesitated to downshift in our test car, but later versions have better tuning. Along with the rest of Saturn the Outlook disappeared after the 2009 model year. **RELATED MODELS:** Buick Enclave, Chevrolet Traverse, GMC Acadia.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS — Saturn Outlook

	06	07	08	09	10	11	12	13	14	15
Engine, Major		◒	●	●						
Engine Minor		○	◒	●						
Engine Cooling		●	○	●						
Trans. Major		●	●	◒						
Trans. Minor		●	●	●						
Drive System		●	●	◒						
Fuel System		○	○	◓						
Electrical		◓	●	●						
Climate System		●	●	●						
Suspension		●	●	●						
Brakes		●	○	●						
Exhaust		◓	◓	◓						
Paint/Trim		●	◓	●						
Noises & Leaks		●	●	◓						
Body Hardware		●	○	○						
Power Equip.		●	◒	◒						
In-Car Electr.		●	●	◒						
USED CAR VERDICTS		●	●	●						
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$7,500 - $11,000
2008	$8,600 - $12,500
2009	$9,700 - $14,400
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Saturn Sky

SPORTS/SPORTY CAR

Saturn's more deluxe version of the Pontiac Solstice shared that car's standard 2.4-liter, four-cylinder engine, which sounded and felt harsh. However, Saturn's Red Line version, with a turbocharged, 260-hp four-cylinder, transformed the car, making it much quicker and more fun to drive. Although not as nimble as a Mazda Miata, the Sky handled fairly well, was easy to control, and had a tolerable ride. The cabin had unimpressive fit and finish, though, and cabin storage is pretty much limited to what you have in your pockets. The trunk is tiny and folding the soft top is a multistep process that requires getting out of the car. The Sky's last sunset was 2009. **RELATED MODELS:** Pontiac Solstice.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC available, standard from 2008. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY	Saturn Sky
TROUBLE SPOTS	06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	Discontinued

PRICES	
2006	-
2007	$7,600 - $8,800
2008	$10,200 - $12,400
2009	$12,400 - $14,000
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	NT	◓/◓	◓/NA
2008	NT	◓/◓	◓/NA
2009	NT	◓/◓	◓/NA
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Saturn Vue

SPORT-UTILITY VEHICLE

Saturn's small SUV has a subpar interior and seats that lack support. The steering felt numb, and the slow-responding AWD system allowed the front wheels to spin noticeably on slippery roads before the rear wheels engaged. The 3.0-liter V6 provided quick but noisy acceleration. In 2004 it was replaced by a better Honda V6. Early four-cylinder Vues use a CVT or a five-speed-manual, while V6 versions have a five-speed automatic. A tip up in the government's rollover test is a concern. The 2008 redesign included a better interior and a suppler ride. Standard ESC mitigated the tip up problem. The V6 and six-speed automatic was a good powertrain, but returned just 17 mpg. 2009 was the Vue's last year, although the design lived on as the Chevrolet Captiva Sport, a FWD version sold for fleet use but available as a used car.

REDESIGN/FRESHENING: 2002, 2008. **SAFETY EQUIPMENT:** ABS and head protection air bags available, standard from 2008. Side air bags and ESC standard from 2008. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY	Saturn Vue
TROUBLE SPOTS	06 07 08 09 10 11 12 13 14 15
Engine, Major	● ● ◓ ◓
Engine Minor	◓ ● ○ ◓
Engine Cooling	● ● ● ●
Trans. Major	● ◓ ● ◒
Trans. Minor	◓ ○ ◒ ○
Drive System	○ ● ○ ●
Fuel System	◓ ○ ● ◓
Electrical	○ ● ◓ ◓
Climate System	○ ● ● ●
Suspension	○ ● ● ○
Brakes	◒ ○ ○ ●
Exhaust	◓ ○ ● ●
Paint/Trim	◓ ○ ● ◓
Noises & Leaks	○ ● ● ●
Body Hardware	○ ○ ● ◓
Power Equip.	○ ◒ ○ ○
In-Car Electr.	● ● ◒ ◓
USED CAR VERDICTS	◓ ○ ● ○
NEW CAR PREDICTION	Discontinued

PRICES	
2006	$4,000 - $6,800
2007	$4,800 - $7,300
2008	$7,000 - $11,100
2009	$8,300 - $12,400
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Scion FR-S

SPORTS/SPORTY CAR

Jointly developed with the Subaru BRZ, the rear-wheel-drive FR-S features a 200-hp, 2.0-liter four-cylinder teamed with a choice of a six-speed manual or six-speed automatic transmission. Its mere 2,800-pound curb weight and optimal weight distribution give it super-agile handling and balance at its limits. In corners the car turns in promptly with virtually no body lean. The steering is well weighted, with decent feedback. The FR-S has a slightly more compliant ride than the BRZ. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best left for cargo. **RELATED MODELS:** Subaru BRZ.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Scion FR-S								
	06	07	08	09	10	11	12	13	14	15
Engine, Major								◓	*	*
Engine Minor								◓	*	*
Engine Cooling								●	*	*
Trans. Major								◓	*	*
Trans. Minor								●	*	*
Drive System								●	*	*
Fuel System								◓	*	*
Electrical								◓	*	*
Climate System								●	*	*
Suspension								●	*	*
Brakes								●	*	*
Exhaust								●	*	*
Paint/Trim								●	*	*
Noises & Leaks								●	*	*
Body Hardware								●	*	*
Power Equip.								◓	*	*
In-Car Electr.								●	*	*
USED CAR VERDICTS								○	*	*
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$20,700 - $21,500
2014	$22,700 - $22,700
2015	$24,900 - $24,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	NT	NT
2014	Good	◓/◓	○/●
2015	Good	◓/◓	○/●

Scion iQ

SMALL CAR

The Scion iQ, a tiny four-seat hatchback, is one of the lowest-scoring cars we've tested. Slow, noisy, and uncomfortable, the iQ's few positives include exceptionally easy parking, and its very good 34-mpg overall fuel economy. The extremely tiny rear seats won't make anyone riding in the second row happy, and the numb and overly quick steering makes the iQ less-than-enjoyable to drive. The iQ makes little sense unless you spend all of your time driving in a crowded city. Plenty of much nicer cars are available for about the same price, yet they don't force you to make any of the compromises that the iQ requires. 2015 was the last year for the iQ.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Saturn iQ									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$8,400 - $10,300
2013	$9,300 - $11,300
2014	$10,300 - $13,500
2015	$12,500 - $13,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	Good	◓/○	◓/○
2013	Good	◓/○	◓/○
2014	Good	◓/○	◓/○
2015	Good	◓/○	◓/○

Scion tC

SPORTS/SPORTY CAR

A descendant of the Toyota Celica, the tC is a small sporty coupe that joined the Scion line in 2005. It offers a lot of features for the money, such as a dual-panel sunroof. Before 2011 the tC was powered by a spirited 160-hp, 2.4-liter four-cylinder engine, with the choice of a five-speed manual or four-speed automatic. Handling is fairly nimble but not exactly sporty. The ride is pleasant. The rear seat is relatively spacious for a small coupe, and its seatbacks can recline for passenger comfort. The hatchback body adds versatility. Expect very good fuel economy. 2011's redesign brought a power boost to 180-hp, and a choice of a six-speed manual or automatic, but the noisy cabin and jittery ride remained. Updates for 2014 included some styling tweaks, new suspension and steering calibrations, and a six-speed automatic transmission.

REDESIGN/FRESHENING: 2005, 2011. **SAFETY EQUIPMENT:** ABS standard. Side and head protection air bags available, standard from 2008. ESC unavailable standard from 2011. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Scion tC									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	$6,000 - $6,200
2007	$7,100 - $7,700
2008	$8,500 - $9,000
2009	$10,000 - $10,500
2010	$11,600 - $12,100
2011	$13,100 - $13,100
2012	$14,600 - $15,600
2013	$16,200 - $17,700
2014	$18,000 - $18,900
2015	$19,500 - $21,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Accept.	●/◓	◓/◓
2007	Accept.	●/◓	◓/◓
2008	Accept.	●/◓	●/●
2009	Accept.	●/◓	●/●
2010	Accept.	●/◓	●/●
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Scion xB

SMALL WAGON

The cube-like xB has very good space efficiency and a roomy interior. The low floor and high roof make access almost as easy as walking into the next room. Handling is fairly nimble. Good visibility and compact dimensions make the xB a great city car. On a long drive, though, its choppy ride and high levels of wind noise can make it fatiguing. In our testing the manual transmission xB got 30 mpg. Electronic stability control was available from the first year, impressive for such an inexpensive car. The xB grew longer and wider with the 2008 redesign. The 2.4-liter engine delivers better performance, but worse fuel economy: only 23 mpg with the automatic. The revised styling hurt rear visibility, too. Later models offered a rear-view camera.

REDESIGN/FRESHENING: 2004, 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard from 2008. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Scion xB									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●		◓	●	●	*	●	*	*	*
Engine Minor	●		◓	●	●	*	●	*	*	*
Engine Cooling	●		◓	◓	◓	*	●	*	*	*
Trans. Major	●		◓	●	●	*	●	*	*	*
Trans. Minor	●		●	●	●	*	●	*	*	*
Drive System	◓		◓	●	●	*	●	*	*	*
Fuel System	◓		●	◓	●	*	●	*	*	*
Electrical	●		●	●	◓	*	●	*	*	*
Climate System	◓		◓	●	●	*	●	*	*	*
Suspension	●		◓	●	●	*	●	*	*	*
Brakes	●		●	◒	◓	*	●	*	*	*
Exhaust	◒		●	●	●	*	●	*	*	*
Paint/Trim	○		●	●	◓	*	◓	*	*	*
Noises & Leaks	◓		◓	◒	●	*	●	*	*	*
Body Hardware	○		●	●	●	*	●	*	*	*
Power Equip.	◓		●	◓	●	*	●	*	*	*
In-Car Electr.	●		◓	○	●	*	●	*	*	*
USED CAR VERDICTS	●		◓	●	●	*	●	*	*	*
NEW CAR PREDICTION	Discontinued-									

PRICES

2006	$6,600 - $6,900
2007	-
2008	$8,100 - $8,100
2009	$9,200 - $9,800
2010	$10,600 - $11,400
2011	$12,100 - $13,200
2012	$13,700 - $14,100
2013	$15,300 - $16,400
2014	$17,000 - $18,200
2015	$18,800 - $19,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	○/◓
2007	—	—	—
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Scion xD

SMALL CAR

The xD is a boxier version of the Toyota Yaris. The ride suffers from short, jumpy motions, and the highway ride feels jittery. The 1.8-liter, four-cylinder engine delivers adequate performance but is miserly with fuel. We averaged 29 mpg overall with the automatic and 34 with the manual. The cabin is noisy and the driving position is awkward. Some taller drivers found the seat cushion too short. The front seats are comfortable enough for people who fit them. The rear has plenty of room for such a small car and cabin access is easy. The xD came with a lot of standard features. 2014 was its last year.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC available, standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Scion xD	06	07	08	09	10	11	12	13	14	15
Engine, Major			●	★	★	★	★	★	★	
Engine Minor			◓	★	★	★	★	★	★	
Engine Cooling			●	★	★	★	★	★	★	
Trans. Major			●	★	★	★	★	★	★	
Trans. Minor			◓	★	★	★	★	★	★	
Drive System			●	★	★	★	★	★	★	
Fuel System			◓	★	★	★	★	★	★	
Electrical			●	★	★	★	★	★	★	
Climate System			◓	★	★	★	★	★	★	
Suspension			●	★	★	★	★	★	★	
Brakes			◒	★	★	★	★	★	★	
Exhaust			◓	★	★	★	★	★	★	
Paint/Trim			○	★	★	★	★	★	★	
Noises & Leaks			○	★	★	★	★	★	★	
Body Hardware			●	★	★	★	★	★	★	
Power Equip.			●	★	★	★	★	★	★	
In-Car Electr.			●	★	★	★	★	★	★	
USED CAR VERDICTS			◓	★	★	★	★	★	★	
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	-
2008	$8,000 - $8,500
2009	$8,700 - $9,200
2010	$9,800 - $9,800
2011	$11,000 - $11,400
2012	$12,200 - $12,600
2013	$13,600 - $14,400
2014	$14,900 - $14,900
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	Accept.	◓/◓	●/●
2009	Accept.	◓/◓	●/●
2010	Accept.	◓/◓	●/●
2011	Accept.	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Smart ForTwo

SMALL CAR

This tiny two-seater was one of our lowest-rated cars. It's good on gas, a snap to park, and easily sparks conversations. Access to the cabin is very easy and the seats are comfortable. Power comes from a 1.0-liter, three-cylinder engine that does a decent job keeping up with traffic, but the Smart is very slow accelerating from a stop. It has a harsh ride, clumsy handling, and an automated manual transmission that has the worst shift quality we've experienced. It changes gear slowly, causing the car to pause and heave, rocking occupants fore and aft. We've measured 39 mpg overall, but the Smart requires premium fuel.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS, ESC, and side air bags standard. **DRIVE WHEELS:** Rear.

RELIABILITY HISTORY

TROUBLE SPOTS: Smart ForTwo	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	◒	●	★	★	★	★	★	
Engine Minor	★	★	●	◓	★	★	★	★	★	
Engine Cooling	★	★	●	●	★	★	★	★	★	
Trans. Major	★	★	●	●	★	★	★	★	★	
Trans. Minor	★	★	◓	●	★	★	★	★	★	
Drive System	★	★	●	◓	★	★	★	★	★	
Fuel System	★	★	●	◒	★	★	★	★	★	
Electrical	★	★	●	○	★	★	★	★	★	
Climate System	★	★	●	○	★	★	★	★	★	
Suspension	★	★	◓	●	★	★	★	★	★	
Brakes	★	★	●	●	★	★	★	★	★	
Exhaust	★	★	●	●	★	★	★	★	★	
Paint/Trim	★	★	○	◓	★	★	★	★	★	
Noises & Leaks	★	★	●	●	★	★	★	★	★	
Body Hardware	★	★	○	◒	★	★	★	★	★	
Power Equip.	★	★	●	◓	★	★	★	★	★	
In-Car Electr.	★	★	●	●	★	★	★	★	★	
USED CAR VERDICTS	★	★	◒	●	★	★	★	★	★	
NEW CAR PREDICTION	New									

PRICES

2006	-
2007	-
2008	$4,600 - $6,300
2009	$5,000 - $6,900
2010	$5,800 - $9,600
2011	$6,600 - $8,400
2012	$7,500 - $9,500
2013	$8,700 - $10,800
2014	$9,900 - $12,000
2015	$10,000 - $12,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	Good	◓/○	●/NA
2009	Good	◓/○	●/NA
2010	Good	◓/○	●/NA
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Subaru B9 Tribeca, Tribeca

SPORT-UTILITY VEHICLE

The Tribeca has fairly agile handling and a quiet, comfortable, and steady ride. The cabin is nicely finished, but the second-row seat is cramped and the third-row is tiny, even for children. The 3.0-liter six-cylinder engine has to work hard to maintain speed, and the transmission downshifts reluctantly, making it feel underpowered. Wind and engine noise are subdued. Expect a disappointing 16 mpg overall on premium fuel. Most controls are easy to use, but it is a long reach to the navigation system's touch-screen monitor. 2007 brought a rollover-detection system and available rear-view camera. A revised transmission and a more powerful 256-hp, 3.6-liter engine using regular fuel arrived for 2008 The Tribeca has soldiered on without changes for a number of years. 2014 was its last year.

REDESIGN/FRESHENING: 2006. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC standard from 2008.
DRIVE WHEELS: AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru B9 Tribeca, Tribeca								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	●	★	★	★	★	★	★	
Engine Minor	★	★	●	★	★	★	★	★	★	
Engine Cooling	★	★	●	★	★	★	★	★	★	
Trans. Major	★	★	●	★	★	★	★	★	★	
Trans. Minor	★	★	◓	★	★	★	★	★	★	
Drive System	★	★	●	★	★	★	★	★	★	
Fuel System	★	★	●	★	★	★	★	★	★	
Electrical	★	★	●	★	★	★	★	★	★	
Climate System	★	★	●	★	★	★	★	★	★	
Suspension	★	★	◓	★	★	★	★	★	★	
Brakes	★	★	◓	★	★	★	★	★	★	
Exhaust	★	★	●	★	★	★	★	★	★	
Paint/Trim	★	★	○	★	★	★	★	★	★	
Noises & Leaks	★	★	◒	★	★	★	★	★	★	
Body Hardware	★	★	●	★	★	★	★	★	★	
Power Equip.	★	★	◒	★	★	★	★	★	★	
In-Car Electr.	★	★	◒	★	★	★	★	★	★	
USED CAR VERDICTS	★	★	◓	★	★	★	★	★	★	
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$8,300 - $9,600
2007	$9,800 - $11,200
2008	$10,900 - $13,500
2009	$12,200 - $14,400
2010	$15,000 - $18,400
2011	$18,200 - $21,000
2012	$21,000 - $23,800
2013	$25,700 - $25,700
2014	$29,100 - $29,100
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Subaru BRZ

SPORTS/SPORTY CAR

Developed with Toyota, the BRZ is Subaru's first rear-wheel-drive sports car. It features a 200-hp, 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super responsive, with impressive agility. In corners the BRZ turns in promptly, with virtually no body lean, The steering is quick and well weighted, with decent feedback. At its limits it understeers more than the FR-S, which makes it more forgiving but slightly less rewarding, and has a more jittery ride. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best suited for cargo.
RELATED MODELS: Scion FR-S

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Rear.

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru BRZ								
	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	★	★
Engine Minor								●	★	★
Engine Cooling								●	★	★
Trans. Major								●	★	★
Trans. Minor								●	★	★
Drive System								●	★	★
Fuel System								●	★	★
Electrical								●	★	★
Climate System								◓	★	★
Suspension								●	★	★
Brakes								●	★	★
Exhaust								●	★	★
Paint/Trim								○	★	★
Noises & Leaks								◒	★	★
Body Hardware								○	★	★
Power Equip.								◓	★	★
In-Car Electr.								●	★	★
USED CAR VERDICTS								○	★	★
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$21,100 - $22,100
2014	$22,800 - $24,600
2015	$25,700 - $26,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	NT	NT
2014	Good	◓/◓	○/●
2015	Good	◓/◓	○/●

Subaru Forester

SPORT-UTILITY VEHICLE

The Forester is one of the better small SUVs. This no-nonsense car emphasizes practicality, with plenty of room, standard all-wheel-drive, and excellent visibility. The ride is compliant and handling is quite nimble. The 2.5-liter four-cylinder engine provides good acceleration and the transmission is responsive. Crash-test performance has been impressive. A powerful turbo 2.5 XT joined the line for 2004. Braking is very good. Pre-2009, handling could be a bit tricky at its limits, and only the XT offered ESC. The 2009 redesign brought standard ESC, a roomier rear seat and perhaps the best ride of any small SUV. Cabin fittings and controls remained Spartan but serviceable. The 2014 redesign greatly improved fuel economy, thanks mostly to a new continuously-variable-transmission (CVT), but lost some of the previous car's ride comfort.

REDESIGN/FRESHENING: 2003, 2009, 2014. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. ESC available from 2007, standard from 2009. Head protection air bags standard from 2009. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS Subaru Forester	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	◒	◒	◓	◒	●	●	●	●
Engine Minor	●	●	◒	◒	◓	●	◓	◓	●	●
Engine Cooling	◓	◓	◓	●	●	●	●	●	●	●
Trans. Major	◓	●	○	◓	●	●	●	●	●	●
Trans. Minor	◓	○	○	●	●	●	●	●	●	●
Drive System	◓	◓	◓	◓	◓	●	●	●	●	●
Fuel System	●	◒	◒	●	●	●	●	●	●	●
Electrical	◒	○	◓	◓	●	●	●	●	●	●
Climate System	◓	○	◓	◒	◓	●	●	●	●	●
Suspension	○	○	◓	○	◓	●	●	●	●	●
Brakes	○	◓	◒	●	●	○	◓	◓	●	●
Exhaust	◒	●	◓	◓	◓	●	●	●	●	●
Paint/Trim	◓	●	●	◓	●	●	●	●	●	●
Noises & Leaks	◒	◒	◒	○	○	○	◓	○	◓	●
Body Hardware	◓	●	●	●	●	●	●	●	●	●
Power Equip.	○	◓	◓	◓	◓	●	◓	●	●	◓
In-Car Electr.	◓	◓	○	◓	●	○	◓	○	○	◓
USED CAR VERDICTS	◒	●	○	○	○	○	○	◓	◓	●
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$7,600 - $10,700
2007	$8,600 - $12,200
2008	$10,400 - $15,300
2009	$12,200 - $16,200
2010	$14,700 - $18,900
2011	$16,300 - $20,800
2012	$18,200 - $22,700
2013	$20,000 - $27,200
2014	$21,500 - $30,700
2015	$25,900 - $31,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/●	●/◓
2012	Good	◓/●	●/◓
2013	Good	◓/●	●/◓
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Subaru Impreza

SMALL CAR

The Impreza comes as a sedan or a five-door hatchback, lately labeled the Impreza Sport. Its nimble handling, composed ride, and standard all-wheel drive have long been hallmarks. However, its fuel economy wasn't up to par for a small car prior to the 2012 introduction of a CVT. And interior materials felt pretty cheap. A 2008 redesign make the Impreza much larger, quieter, and more refined, but steering and handling lost their sharpness. The 2012 makeover made a good car better, with a very good ride, responsive handling, and improved interior space, but with its CVT, the car is far from quiet. Sporty 227-hp WRX and ferociously quick 300-hp WRX STi variants have long been among the most entertaining small cars on the market.

REDESIGN/FRESHENING: 2002, 2008, 2012. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. Head protection air bags standard from 2008. ESC available in 2008, standard from 2009. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS Subaru Impreza	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	○	◓	◓	●	●	●
Engine Minor	◒	●	◒	●	○	●	○	●	●	●
Engine Cooling	●	○	◓	◓	●	●	●	●	●	●
Trans. Major	◒	●	◒	◒	◓	●	●	●	●	●
Trans. Minor	◓	●	○	◓	○	●	●	●	●	●
Drive System	◓	◓	◓	◓	◓	●	●	●	●	●
Fuel System	◓	○	○	◓	○	●	●	●	●	●
Electrical	●	●	○	◓	●	●	●	●	●	●
Climate System	◓	◒	○	○	●	●	●	●	●	●
Suspension	◓	○	◓	○	●	●	●	●	●	●
Brakes	●	◒	◒	◒	●	◓	◓	●	●	●
Exhaust	●	●	○	●	●	●	●	●	●	●
Paint/Trim	◓	○	○	●	◒	●	○	◓	◓	●
Noises & Leaks	◓	◓	◓	●	○	●	◒	○	◓	●
Body Hardware	○	◓	◓	◓	●	●	●	●	●	●
Power Equip.	◓	◓	○	◓	●	●	○	●	●	●
In-Car Electr.	◓	●	●	◓	◓	●	○	◓	●	◓
USED CAR VERDICTS	○	●	◒	●	◒	●	○	◓	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$6,000 - $17,300
2007	$6,700 - $19,000
2008	$7,600 - $21,200
2009	$9,000 - $23,100
2010	$10,500 - $24,000
2011	$12,400 - $26,700
2012	$14,400 - $29,100
2013	$16,300 - $31,900
2014	$18,400 - $34,300
2015	$20,100 - $37,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	◓/◓
2007	Good	◓/●	◓/◓
2008	Good	●/●	●/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	NT	NT
2012	Good	●/○	●/○
2013	Good	●/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Subaru Legacy

FAMILY CAR

The Legacy has been a well-rounded performer for many years. The ride is supple, and routine handling is excellent. The 2005 redesign brought even more agile handling and nicer interior quality. The 2.5 GT is fun to drive, but slides its tail easily; stability control didn't become readily available until 2008. The Legacy wagon was dropped after 2007. Mediocre fuel economy was a drawback until the 2010 redesign, when mpg improved markedly, to 25 mpg overall in our tests of a four-cylinder with the CVT. Ride quality is impressive, but handling is less crisp. The interior is roomier than previous generations and the car is quieter. The 2015 redesign improved interior quality, added contemporary infotainment capability, and made the car one of the best-riding sedans available.

REDESIGN/FRESHENING: 2005, 2010, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. Head protection air bags standard. ESC available from 2007, standard from 2009. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Subaru Legacy	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	◒	○	○	○	◓	○	○
Engine Minor	●	●	○	◓	○	○	○	○	○	○
Engine Cooling	◓	◒	◓	○	○	○	○	○	○	○
Trans. Major	◓	○	◓	◓	○	○	○	○	○	○
Trans. Minor	○	◓	○	◓	○	○	○	○	○	○
Drive System	○	○	◓	◒	○	○	○	○	○	○
Fuel System	○	◓	◒	○	◓	○	○	○	○	○
Electrical	○	◒	○	○	◓	○	○	○	○	○
Climate System	◓	○	○	○	◓	○	○	○	◓	○
Suspension	◒	◒	○	◓	○	◓	◓	○	○	○
Brakes	○	○	◓	◒	◓	◓	○	○	○	○
Exhaust	○	○	◓	◓	○	○	○	○	○	○
Paint/Trim	◓	○	◓	◓	○	◓	○	○	◓	○
Noises & Leaks	○	○	◒	○	◓	◓	◓	◓	◓	◓
Body Hardware	○	○	○	◓	○	○	○	○	○	○
Power Equip.	○	○	◓	◓	◒	○	○	○	○	○
In-Car Electr.	◓	◓	●	◓	◓	◓	○	◓	◓	◓
USED CAR VERDICTS	◒	●	◒	○	○	○	◓	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$6,200 - $9,300
2007	$7,100 - $11,600
2008	$8,100 - $13,900
2009	$9,300 - $16,700
2010	$10,800 - $16,500
2011	$12,700 - $20,400
2012	$14,600 - $23,100
2013	$16,900 - $22,800
2014	$19,700 - $25,800
2015	$23,100 - $29,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	○/○	NT
2007	Good	○/○	○/○
2008	Good	○/○	○/○
2009	Good	○/○	○/○
2010	Good	○/○	○/○
2011	Good	◓/◓	○/◓
2012	Good	○/◓	NT
2013	Good	○/○	○/○
2014	Good	○/○	○/○
2015	Good	○/○	○/○

Subaru Outback

WAGON

The Outback is a Legacy wagon or sedan with added ground clearance and a slightly raised roof. For many years only the 3.0 VDC models got standard ESC. The 2005 redesign brought even more agile handling and nicer interior quality. Turbocharged XT models feel very powerful, while the six-cylinder adds smoothness and quiet refinement. The sedan was dropped after 2007. Mediocre fuel economy was a drawback until the 2010 redesign, when it improved to 24 mpg overall in our tests of a four-cylinder with the CVT. Ride quality is impressive, but handling is less crisp. The interior is roomier than previous generations and the car is quieter. A 2013 update helped handling at the expense of some ride comfort. Both were improved with the 2015 redesign, which also adds a nicer interior with contemporary infotainment capability.

REDESIGN/FRESHENING: 2005, 2010, 2015. **SAFETY EQUIPMENT:** ABS standard. ESC available, standard from 2009. Side air bags standard. Head protection air bags standard. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Subaru Outback	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	○	○	○	○	○	○	○
Engine Minor	●	●	●	○	○	○	○	○	○	○
Engine Cooling	◓	○	◓	○	○	○	○	○	○	○
Trans. Major	◓	◓	○	◓	○	○	○	○	○	○
Trans. Minor	○	○	○	○	○	○	○	○	○	○
Drive System	●	●	●	○	○	○	○	○	○	○
Fuel System	○	○	○	◓	○	○	◓	○	○	○
Electrical	○	○	◓	○	○	○	○	○	○	○
Climate System	○	◓	○	◓	○	○	○	○	○	○
Suspension	●	●	◒	●	◓	○	○	○	○	○
Brakes	○	○	◒	◓	○	◓	○	○	○	○
Exhaust	◒	◒	◒	◓	○	○	○	○	○	○
Paint/Trim	○	◓	○	○	○	○	○	○	○	○
Noises & Leaks	○	◒	○	◓	◓	◓	○	◓	◓	○
Body Hardware	○	○	○	○	○	○	○	○	○	○
Power Equip.	◓	◓	○	◓	○	○	◓	○	○	○
In-Car Electr.	◓	○	○	◓	◓	◓	○	○	◓	◓
USED CAR VERDICTS	●	●	●	○	◓	○	◓	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$7,400 - $10,000
2007	$8,500 - $11,500
2008	$9,700 - $13,300
2009	$11,500 - $15,800
2010	$14,600 - $18,700
2011	$16,800 - $20,500
2012	$19,500 - $24,200
2013	$22,300 - $27,400
2014	$25,300 - $28,000
2015	$28,200 - $33,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	○/○	○/○
2007	NT	○/○	○/○
2008	NT	○/○	○/○
2009	NT	○/○	○/○
2010	Good	○/○	○/○
2011	Good	◓/◓	○/◓
2012	Good	○/◓	○/◓
2013	Good	○/○	○/○
2014	Good	○/○	○/○
2015	Good	○/○	○/○

Subaru XV Crosstrek

SPORT-UTILITY VEHICLE

The Crosstrek is a small quasi-SUV that is mechanically the same as the Impreza hatchback, but with a raised ride height that gives it more styling attitude and enough altitude to slosh through deeply rutted roads. It may appeal to those living at the end of a dirt road who don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the little 148-hp, 2.0-liter four-cylinder engine has to work hard to maintain highway speed, but fuel economy is a gratifying 26 mpg. A Hybrid version, introduced for 2014, barely improves on that, at 28 mpg. At least the Hybrid is a little quieter and sounds less strained. The regular Impreza hatch may be a better choice: it's quieter, quicker, cheaper, and better-riding.

REDESIGN/FRESHENING: 2013. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** AWD.

RELIABILITY HISTORY

TROUBLE SPOTS Subaru XV Crosstrek	06	07	08	09	10	11	12	13	14	15
Engine, Major								●	●	●
Engine Minor								●	●	●
Engine Cooling								●	●	●
Trans. Major								●	●	●
Trans. Minor								●	●	●
Drive System								●	●	●
Fuel System								●	●	●
Electrical								●	●	●
Climate System								●	●	●
Suspension								●	●	●
Brakes								◓	●	●
Exhaust								●	●	●
Paint/Trim								◓	●	●
Noises & Leaks								◓	◓	◓
Body Hardware								●	●	●
Power Equip.								◓	●	●
In-Car Electr.								◓	◓	◓
USED CAR VERDICTS								◓	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	-
2013	$22,100 - $23,500
2014	$24,000 - $26,500
2015	$23,200 - $27,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	Good	NT	NT
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Suzuki Kizashi

FAMILY CAR

The Kizashi is a sound and capable car but not quite the bargain sports sedan Suzuki hyped. It slots at the smaller end of the family sedan category, with a snug cabin and tight rear seat. The ride is taut and controlled, but a little stiff. The front seats are well shaped and comfortable, the cabin is well-finished, and most drivers should find sufficient head- and legroom. Fuel economy is pretty good but acceleration is rather leisurely, and the CVT transmission makes the 2.4-liter four-cylinder engine work hard--and loudly--to keep up the pace. Alluring features such as keyless ignition, seat-position memory, and automatic climate control are welcome, especially at this price. The Suzuki brand was discontinued after the 2013 model year.

REDESIGN/FRESHENING: 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS Suzuki Kizashi	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$6,200 - $10,800
2011	$7,400 - $11,900
2012	$9,300 - $13,600
2013	$10,000 - $16,700
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	—	—	—
2015	—	—	—

Tesla Model S

LUXURY CAR

The Tesla Model S is a great four-door luxury sports car that happens also to be an electric vehicle. A large, low-slung hatchback, it easily seats five, or seven in a pinch with the optional rear-facing jump seats. With its optional 85 kWh battery the Tesla can travel between 180 and 225 miles per charge, at least twice as far as other electrics. It can be fully charged in as little as five hours. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a superb ride. A huge iPad-like center screen controls nearly all accessory functions. Drawbacks include tight access and restricted visibility. All-wheel drive versions were added in 2014, along with an optional Autopilot suite of advanced electronics, which give the car limited self-driving capabilities.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Rear. Rear or AWD starting from 2014.

RELIABILITY HISTORY

TROUBLE SPOTS	Tesla Model S								
	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	●	●
Engine Minor							●	●	●	●
Engine Cooling							●	●	●	●
Trans. Major							●	●	●	●
Trans. Minor							●	●	●	●
Drive System							●	◒	◓	●
Fuel System							●	●	●	●
Electrical							●	●	●	●
Climate System							●	●	●	○
Suspension							◓	◓	●	○
Brakes							●	●	●	●
Exhaust							●	●	●	●
Paint/Trim							◓	◓	◓	●
Noises & Leaks							●	●	◒	◒
Body Hardware							◓	◓	○	○
Power Equip.							●	○	◓	○
In-Car Electr.							◒	◒	◒	◓
USED CAR VERDICTS							●	◒	○	●
NEW CAR PREDICTION	Worse than average ◒									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$50,400 - $70,600
2013	$56,300 - $78,000
2014	$65,100 - $86,400
2015	$77,400 - $99,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	NT	NT	NT
2013	NT	●/●	●/●
2014	NT	●/●	●/●
2015	NT	●/●	●/●

Toyota 4Runner

SPORT-UTILITY VEHICLE

Among conventional, full-frame SUVs, the 4Runner was better than most peers, and especially suited for serious off-roading. Mid-2000 models offered smooth V6 or V8 engines as well as a small third-row seat. Fuel economy was so-so, but the cabin was well finished and quiet. The 2010 redesign felt like a step backwards. The unsettled ride, mediocre handling, cheap interior, high-step-in, and low ceiling left us unimpressed. Limited trim versions have a sports suspension with somewhat better control but a stiffer ride. The 4.0-liter V6 engine is powerful but roars when accelerating. 18 mpg overall is decent for this brick-shaped SUV. Controls are simple, with big buttons and knobs, but the radio touchscreen is relatively small. **RELATED MODELS:** Lexus GX.

REDESIGN/FRESHENING: 2003, 2010. **SAFETY EQUIPMENT:** ABS standard. ESC standard. Side and head protection air bags available, standard from 2008. **DRIVE WHEELS:** Rear or full-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota 4Runner								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	*	●	●	●	●	●	●
Engine Minor	●	●	●	*	●	●	●	●	●	●
Engine Cooling	●	●	●	*	●	●	●	●	●	●
Trans. Major	●	●	●	*	●	●	●	●	●	●
Trans. Minor	●	●	●	*	●	●	●	●	●	●
Drive System	○	◓	◓	*	●	●	●	●	●	●
Fuel System	◓	●	●	*	●	●	●	●	●	●
Electrical	●	●	●	*	●	●	●	●	●	●
Climate System	●	●	●	*	●	●	●	●	●	●
Suspension	◓	●	◓	*	●	●	●	●	●	●
Brakes	◓	○	○	*	●	○	●	◓	●	●
Exhaust	◓	●	●	*	●	●	●	●	●	●
Paint/Trim	◓	◓	○	*	●	◓	◓	●	●	●
Noises & Leaks	◓	◓	●	*	●	◓	●	●	◓	●
Body Hardware	●	●	◓	*	●	●	●	◓	●	●
Power Equip.	●	○	○	*	●	●	●	◓	●	●
In-Car Electr.	◓	●	◓	*	●	◓	◓	◓	●	●
USED CAR VERDICTS	●	●	●	*	●	●	●	●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$10,800 - $14,700
2007	$12,200 - $18,200
2008	$15,100 - $19,700
2009	$18,200 - $24,700
2010	$24,000 - $30,200
2011	$26,300 - $33,000
2012	$27,500 - $35,200
2013	$28,900 - $38,200
2014	$32,500 - $41,500
2015	$35,200 - $42,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	●/◓	●/●
2011	Good	NT	NT
2012	Good	◓/○	●/●
2013	Good	◓/○	●/●
2014	Good	◓/○	●/●
2015	Good	◓/○	●/●

Toyota Avalon

LARGE CAR

The Avalon has always been a well-executed large sedan, essentially a stretched Camry with more upscale features. High points include the silky-smooth powertrain, Lexus-like road isolation, and generous accommodations. Earlier Avalons came with a suspension that tended to float too much at highway speeds, except in the Touring version. 2008 brought a six-speed automatic. Updates for 2011 changed little about the basic package, which remains a smooth, quiet, spacious and comfortable cruiser. A redesign and a hybrid version arrived for 2013; the hybrid returned 36-mpg overall. Handling was improved but the cushy ride was stiffened too much, especially on versions with the 18-inch tires, robbing from the car's previous relaxed character.

REDESIGN/FRESHENING: 2005, 2013. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC available from 2000, standard from 2009. Head protection air bags standard from 2005. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Avalon								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	◓	◓	●	●	◓	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	◓	●	●	●	●	●	●	●	●	●
Fuel System	◓	◓	●	◓	●	●	●	●	●	●
Electrical	◒	○	●	◓	●	●	●	●	●	●
Climate System	◓	◓	◓	●	◓	●	●	●	●	●
Suspension	○	○	○	○	◓	◓	◓	●	●	●
Brakes	◓	◓	◓	◓	●	◓	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	◓	◓	◓	●	◓	●	●	◓	●	●
Noises & Leaks	●	◓	●	●	◓	●	◓	○	◓	◓
Body Hardware	●	●	●	●	●	●	●	●	●	●
Power Equip.	◓	◓	●	◒	●	●	●	◓	●	●
In-Car Electr.	◓	○	◓	○	◒	○	◒	◓	◓	◓
USED CAR VERDICTS	●	◓	●	●	◓	●	●	●	●	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$8,300 - $9,700
2007	$9,400 - $11,000
2008	$10,700 - $12,900
2009	$11,900 - $15,100
2010	$13,400 - $17,700
2011	$18,900 - $20,700
2012	$20,800 - $23,800
2013	$23,000 - $29,200
2014	$26,500 - $33,000
2015	$28,700 - $35,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	◓/●	●/●
2014	Good	◓/●	●/●
2015	Good	◓/◓	●/●

Toyota Camry

FAMILY CAR

The Camry's 2002 redesign brought more room and a better four-cylinder. A 3.3-liter V6 arrived for 2004, augmented with a five-speed automatic the following year. Look for a 2002 or newer Camry with the available curtain air bags. Without them the Camry received a poor rating in the IIHS side-crash test. A 2007 redesign brought a four-cylinder hybrid version that returned 34 mpg overall in our testing. The 3.5-liter V6 got 23 mpg overall, just 1 less than the four-cylinder. The car is roomy inside, but some cabin materials feel cheap. The 2010 four-cylinder paired with the six-speed automatic got 26 mpg overall. The 2012 redesign made handling more responsive and improved interior quality. **RELATED MODELS:** Lexus ES.

REDESIGN/FRESHENING: 2002, 2007, 2012. **SAFETY EQUIPMENT:** ABS standard. Side and head protection air bags available, standard from 2007. ESC available, standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Camry								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◓	●	●	●	●	●	●	●	●
Engine Minor	●	○	◓	●	●	●	●	●	●	●
Engine Cooling	◓	◓	◓	○	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	●	◓	◓	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●
Electrical	◓	◓	●	●	●	●	●	●	●	●
Climate System	●	◓	●	●	●	●	●	●	●	●
Suspension	◓	◓	◓	◓	◓	●	●	●	●	●
Brakes	◓	◓	○	◓	○	◓	◓	●	●	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	◓	◓	◓	◓	◓	◓	◓	●	●	●
Noises & Leaks	◓	◓	◓	◓	◓	○	○	◓	◓	●
Body Hardware	●	●	◓	●	●	●	●	●	●	●
Power Equip.	◓	●	●	●	●	●	●	●	●	●
In-Car Electr.	●	◓	○	◓	●	◓	◓	◓	◓	◓
USED CAR VERDICTS	●	◓	●	●	●	●	◓	●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

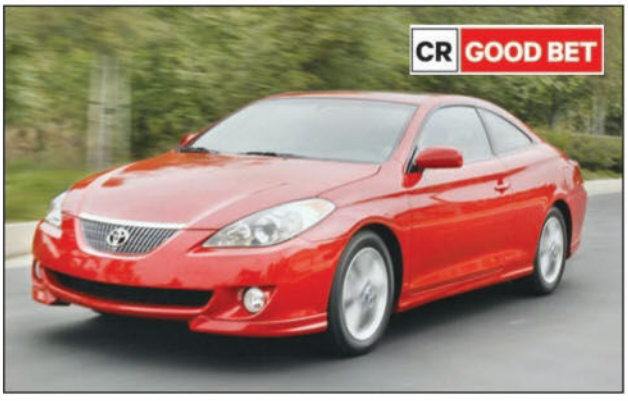
2006	$6,800 - $9,300
2007	$7,600 - $10,600
2008	$8,600 - $11,900
2009	$9,500 - $13,300
2010	$10,700 - $14,800
2011	$11,900 - $17,000
2012	$14,500 - $21,200
2013	$15,800 - $22,600
2014	$17,300 - $24,300
2015	$21,500 - $25,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/○
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/◒	●/◓
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Toyota Camry Solara

COUPE



Available in coupe and convertible versions, the Camry Solara is a sportier, two-door version of the Camry sedan. While the ride is comfortable and well controlled, it's noticeably tauter than that of the four-door. Handling is also more nimble, though it falls short of feeling sporty. Over the years, engine choices included adequate four-cylinders and a smooth, strong V6s. The Solara's cabin is well-appointed and serenely quiet, and the front seats are comfortable and supportive. The rear seat is suitable for two average-sized adults. Our tested convertible suffered from some body shake, but the top is well insulated. Rearward visibility, however, was horrible. The Solara was dropped after 2008. **RELATED MODELS:** Toyota Camry.

REDESIGN/FRESHENING: 1999, 2004. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. ESC available. Head protection air bags available. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Camry Solara									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●							
Engine Minor	●	◓	●							
Engine Cooling	●	●	●							
Trans. Major	●	●	●							
Trans. Minor	●	●	●							
Drive System	●	●	●							
Fuel System	◓	●	●							
Electrical	◓	●	●							
Climate System	●	◓	●							
Suspension	●	◓	○							
Brakes	●	◓	◓							
Exhaust	●	●	●							
Paint/Trim	◓	○	○							
Noises & Leaks	◓	●	○							
Body Hardware	◓	◓	●							
Power Equip.	●	○	◓							
In-Car Electr.	●	◓	●							
USED CAR VERDICTS	●	●	●							
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$6,900 - $10,100
2007	$7,900 - $11,500
2008	$9,000 - $13,700
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Toyota Corolla

SMALL CAR

Historically, the Corolla has usually hit the sweet spot of practical size, good performance and ironclad reliability. The front seats are firm and supportive, but the rear is snug. The various four-cylinder engines offered over the years delivered very good fuel economy, even with the automatic. The cabin is fairly quiet except for some engine noise at high revs. Look for a model with the optional curtain air bags. Without them the Corolla got a poor in the IIHS side-crash test. The Corolla was redesigned for 2009, when it grew a bit larger and acquired a much quieter and even more economical 1.8-liter four-cylinder. Redesigned for 2014, the Corolla returned a frugal 32 mpg overall. Despite the bump in size, the Corolla remains small enough for easy maneuvering and parking.

REDESIGN/FRESHENING: 2003, 2009, 2014. **SAFETY EQUIPMENT:** ABS available, standard from 2009. Side air bags available, standard from 2009. Head protection air bags available, standard from 2009. ESC available, standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Corolla									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	◓	●	●	●	●	●	●
Engine Cooling	●	●	●	◒	●	●	●	●	●	●
Trans. Major	●	◓	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	●	●	●	◓	●	●	●	●	●	●
Fuel System	◓	◓	◓	◓	●	●	●	●	●	●
Electrical	●	●	●	◓	●	●	●	●	●	●
Climate System	●	●	●	◓	●	●	●	●	●	●
Suspension	●	●	●	◓	●	●	●	●	●	●
Brakes	◓	◓	◓	◓	◓	◒	◓	●	●	●
Exhaust	◓	◓	●	●	●	●	●	●	●	●
Paint/Trim	◓	○	○	◓	◓	●	○	◓	●	●
Noises & Leaks	◓	◓	◓	◓	◓	◓	○	●	●	●
Body Hardware	●	◓	●	●	●	●	◓	●	●	●
Power Equip.	●	●	●	●	●	●	●	●	●	●
In-Car Electr.	●	●	●	◓	○	●	◓	●	◓	●
USED CAR VERDICTS	●	●	●	◓	●	●	◓	●	◓	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$5,900 - $7,100
2007	$6,400 - $7,200
2008	$7,000 - $7,800
2009	$8,400 - $10,700
2010	$9,500 - $12,200
2011	$10,700 - $12,600
2012	$12,100 - $14,100
2013	$13,500 - $15,600
2014	$15,300 - $17,400
2015	$16,600 - $18,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/◓
2007	Good	●/●	◓/◓
2008	Good	●/●	◓/◓
2009	Good	◓/◓	●/◓
2010	Good	◓/◓	●/◓
2011	Good	●/◓	●/◒
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/●	●/●

Toyota FJ Cruiser

SPORT-UTILITY VEHICLE

The FJ's styling echoes the rugged early FJ40 Land Cruisers from decades ago. While its off-road prowess is superb, the FJ is full of compromises. Visibility is horrendous, and the rear-hinged rear doors provide poor cabin access and are difficult to close. The FJ has clumsy handling and can be disconcerting at its limits, although the standard stability control keeps it secure enough. The ride is compliant but jiggly. Wind noise dominates the cabin. The V6 powertrain is smooth and punchy, but returned just 17 mpg overall. The FJ was discontinued after the 2014 model year.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags available, standard from 2008. **DRIVE WHEELS:** Rear or permanent 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS: Toyota FJ Cruiser	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	*	*	*	*	*	*	●	
Engine Minor	●	●	*	*	*	*	*	*	●	
Engine Cooling	●	●	*	*	*	*	*	*	●	
Trans. Major	●	◓	*	*	*	*	*	*	●	
Trans. Minor	◓	◓	*	*	*	*	*	*	●	
Drive System	◒	○	*	*	*	*	*	*	●	
Fuel System	●	●	*	*	*	*	*	*	●	
Electrical	●	●	*	*	*	*	*	*	●	
Climate System	●	◓	*	*	*	*	*	*	●	
Suspension	●	●	*	*	*	*	*	*	◓	
Brakes	●	○	*	*	*	*	*	*	●	
Exhaust	◓	●	*	*	*	*	*	*	●	
Paint/Trim	○	◒	*	*	*	*	*	*	◓	
Noises & Leaks	●	●	*	*	*	*	*	*	◓	
Body Hardware	●	●	*	*	*	*	*	*	●	
Power Equip.	◓	◓	*	*	*	*	*	*	●	
In-Car Electr.	◓	○	*	*	*	*	*	*	●	
USED CAR VERDICTS	●	●	*	*	*	*	*	*	●	
NEW CAR PREDICTION	Discontinued									

PRICES

2006	-
2007	$16,200 - $18,000
2008	$19,000 - $21,100
2009	$21,400 - $23,400
2010	$24,300 - $26,300
2011	$27,200 - $29,300
2012	$29,000 - $30,900
2013	$30,600 - $32,600
2014	$31,400 - $33,400
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	●/◓	●/●
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	●/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Toyota Highlander

SPORT-UTILITY VEHICLE

The Highlander, a midsized car-based SUV, has long been an excellent choice, a tad roomier and less costly than its Lexus RX sibling. It's available with front- or all-wheel drive, and either a V6 or four-cylinder engine. Quiet, roomy, and relaxing to drive, the Highlander has always had a smooth powertrain, comfortable ride, and easy-to-use controls. A third-row seat was available. A hybrid version debuted for the 2006 model year. For 2008 the Highlander was redesigned. It grew larger, and got a more powerful 3.5-liter V6 and a roomier third-row seat. For 2011 the Hybrid got that V6 and so equipped averaged 27 mpg in our tests. The redesigned 2014 model got edgier styling and a fuel economy boost for the V6 model from 18 mpg to 20 mpg. The Hybrid fell to 25 mpg, which is still good but not the standout it once was. **RELATED MODELS:** Lexus RX.

REDESIGN/FRESHENING: 2001, 2008, 2014. **SAFETY EQUIPMENT:** ABS standard. ESC standard. Side air bags available, standard from 2007. Head protection air bags available, standard from 2007. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Toyota Highlander	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	◓	●	●	●	●	●	●	●
Engine Cooling	◓	◓	◓	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	◓	●	●	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●
Electrical	◓	◓	●	●	●	●	●	●	●	●
Climate System	◓	●	◓	◓	●	●	●	●	●	●
Suspension	◓	●	●	●	◓	●	●	●	●	●
Brakes	◓	◓	◓	●	●	●	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	◓	●	◓	●	◓	◓	◓	●	●	●
Noises & Leaks	◓	◓	◓	◓	◓	○	◓	◓	◓	●
Body Hardware	●	●	●	●	◓	◓	●	●	◓	●
Power Equip.	◓	●	●	◓	◓	◓	●	◓	◓	●
In-Car Electr.	●	●	◓	○	○	●	◓	◓	◒	◓
USED CAR VERDICTS	●	●	●	●	●	●	●	●	◓	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$8,600 - $11,900
2007	$9,500 - $14,900
2008	$13,600 - $20,900
2009	$15,100 - $23,200
2010	$16,300 - $25,900
2011	$20,200 - $29,900
2012	$22,600 - $32,300
2013	$25,200 - $35,800
2014	$28,900 - $38,500
2015	$32,300 - $45,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	●/◓	●/●
2011	Good	◓/◓	●/●
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	◓/●	●/●
2015	Good	◓/●	●/●

Toyota Land Cruiser

SPORT-UTILITY VEHICLE

The big, full-frame Land Cruiser's smooth V8 provides muscular acceleration and its independent front suspension aids the handling, sound if not agile, and ride, which is comfortable and composed. The interior is roomy, quiet, and well finished. The 4WD system is permanently engaged, a major safety advantage. Good off-road performance is a strong suit. The 50/50 split third-row seats fold up against the bulkhead rather than into the floor, thus robbing some cargo space. And this third-row is cramped, especially given the SUV's rather large size. A 2008 redesign brought the powerful but thirsty 5.7-liter V8 used in the Tundra. Expect just 14 mpg overall. The chunky SUV proved clumsy but ultimately secure at its handling limits, with the stability-control system working hard to keep it on course. **RELATED MODELS:** Lexus LX.

REDESIGN/FRESHENING: 1998, 2008. **SAFETY EQUIPMENT:** ABS standard. ESC standard. Side and head protection air bags available, standard from 2007. **DRIVE WHEELS:** Permanent 4WD.

RELIABILITY HISTORY									
TROUBLE SPOTS	Toyota Land Cruiser								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES	
2006	$21,100 - $21,100
2007	$25,500 - $25,500
2008	$30,900 - $30,900
2009	$37,200 - $37,200
2010	$41,700 - $41,700
2011	$49,000 - $49,000
2012	-
2013	$61,000 - $61,000
2014	$67,700 - $67,700
2015	$76,000 - $76,000

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	—	—	—
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Toyota Matrix

SMALL WAGON

This Corolla-based small wagon is available with either front- or all-wheel drive. The 1.8-liter four-cylinder drones loudly and performs modestly. XRS models use a more powerful engine and come only with a six-speed manual and FWD. Handling is fairly nimble, and the ride is compliant if a little jittery. Access is very easy, and the rear seat is quite roomy. The optional AWD system works well but hurts acceleration and fuel economy. Folding the rear seats creates a large, flat load floor. The Matrix was redesigned for 2009 with more powerful engines and readily available ESC. The ride isn't harsh, but it doesn't feel steady, even on the highway. Hard plastics make the interior feel cheap. Some edges aren't well finished, and the headliner looks like cardboard. 2013 was the last year for the Matrix. **RELATED MODELS:** Pontiac Vibe.

REDESIGN/FRESHENING: 2003, 2009. **SAFETY EQUIPMENT:** ABS and side air bags available, standard from 2009. ESC available, standard from 2010. Head protection air bags available from 2006, standard from 2009. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY									
TROUBLE SPOTS	Toyota Matrix								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	◓	◓	●	*	*	*		
Engine Minor	◓	◓	○	○	○	*	*	*		
Engine Cooling	●	●	◓	○	●	*	*	*		
Trans. Major	◓	●	○	◓	●	*	*	*		
Trans. Minor	◓	●	●	●	●	*	*	*		
Drive System	○	●	◓	◓	●	*	*	*		
Fuel System	◓	◓	●	●	◓	*	*	*		
Electrical	●	●	●	○	◓	*	*	*		
Climate System	●	●	●	●	●	*	*	*		
Suspension	●	●	●	◓	●	*	*	*		
Brakes	◓	◓	◒	●	●	*	*	*		
Exhaust	○	◓	●	●	●	*	*	*		
Paint/Trim	○	●	◓	◒	◓	*	*	*		
Noises & Leaks	◓	◓	○	○	◓	*	*	*		
Body Hardware	◓	●	◓	◓	●	*	*	*		
Power Equip.	◓	●	◓	●	●	*	*	*		
In-Car Electr.	●	●	●	●	◓	*	*	*		
USED CAR VERDICTS	◓	●	◓	○	◓	*	*	*		
NEW CAR PREDICTION	Discontinued									

PRICES	
2006	$6,100 - $7,700
2007	$6,500 - $7,300
2008	$7,300 - $8,200
2009	$8,500 - $10,900
2010	$10,100 - $12,400
2011	$11,700 - $14,300
2012	$13,100 - $15,500
2013	$14,700 - $16,800
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	NT	●/◓	○/◓
2007	NT	●/◓	○/◓
2008	NT	●/◓	○/◓
2009	Good	●/●	●/◓
2010	Good	●/●	●/◓
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	—	—	—
2015	—	—	—

Toyota Prius

FAMILY CAR

The Prius is among most fuel-efficient cars that you don't have to plug in, returning 44 mpg overall. The drive battery recharges while coasting or braking. This four-door hatchback automatically switches between its electric motor and gasoline engine, or uses both, as needed, and can drive at low speeds on electric power alone. The ride is firm but compliant, and handling is responsive, if not particularly agile. Some controls are complicated. The 2010 redesign improved the driving position, and brought a little bigger engine, with no difference in performance. The plug-in version returned an electric range of about 12 miles. While the battery was charged, we measured 67 mpg overall in combined city and highway driving. When the battery runs out of juice, the works like any other Prius, and its gas mileage drops to 43 mpg.

REDESIGN/FRESHENING: 2004, 2010. **SAFETY EQUIPMENT:** ABS standard. Side and head protection air bags available, standard from 2007. ESC available, standard from 2010. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Toyota Prius	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	●	●	●	●	●	●	●
Engine Cooling	●	◓	◓	◓	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●
Drive System	○	◓	●	●	◓	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●
Electrical	◓	◓	●	◓	●	●	●	●	●	●
Climate System	●	●	●	●	●	●	●	●	●	●
Suspension	●	●	●	●	●	●	●	●	●	●
Brakes	●	●	●	●	◓	●	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●
Paint/Trim	◓	◓	◓	●	◓	●	●	●	●	●
Noises & Leaks	●	◓	◓	◓	◓	●	◓	◓	●	●
Body Hardware	●	◓	●	●	●	●	●	●	●	●
Power Equip.	◒	◒	○	◒	◓	◓	◓	●	●	●
In-Car Electr.	○	○	◓	◓	○	◓	◓	◓	◓	◓
USED CAR VERDICTS	●	●	●	●	●	●	●	●	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$6,600 - $6,600
2007	$7,700 - $7,700
2008	$9,200 - $9,200
2009	$10,400 - $10,400
2010	$12,800 - $12,800
2011	$14,000 - $14,000
2012	$16,000 - $18,100
2013	$17,100 - $20,400
2014	$18,400 - $23,600
2015	$21,500 - $24,900

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	◓/◓
2007	Good	◓/◓	●/◓
2008	Good	◓/◓	●/◓
2009	Good	◓/◓	●/◓
2010	Good	◓/◓	●/◓
2011	Good	●/◓	●/●
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Toyota Prius C

SMALL CAR

The Prius C is an affordable, smaller alternative for those who want a Prius hybrid for a little less money. But its harsh ride, noisy engine and cabin, and slow acceleration make it feel more like an econobox than a sophisticated hybrid. It gets very good city fuel economy, 37 mpg, but its overall 43 mpg falls 1 mpg short of the larger Prius. The interior is full of cheap-looking materials, the driving position and rear seats are cramped, and there's not much cargo space. At least the C's tiny dimensions and easy parking make it a natural for urban driving.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS — Toyota Prius C	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	●	*
Engine Minor							●	●	●	*
Engine Cooling							●	●	●	*
Trans. Major							●	●	●	*
Trans. Minor							●	●	●	*
Drive System							●	●	●	*
Fuel System							●	●	●	*
Electrical							●	●	●	*
Climate System							◓	●	●	*
Suspension							●	●	●	*
Brakes							●	●	●	*
Exhaust							●	●	●	*
Paint/Trim							●	●	●	*
Noises & Leaks							◓	●	◓	*
Body Hardware							●	●	●	*
Power Equip.							○	●	●	*
In-Car Electr.							◓	◓	●	*
USED CAR VERDICTS							●	●	●	*
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$11,300 - $13,600
2013	$13,100 - $15,500
2014	$15,300 - $17,800
2015	$17,000 - $19,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	Good	NT	NT
2013	Good	◓/◓	◓/◓
2014	Good	◓/◓	◓/◓
2015	Good	◓/◓	◓/◓

Toyota Prius V

WAGON

This wagon version of the Prius offers a very roomy rear seat and a generous cargo area. It's about the size of a Mazda5 but seats just five. The extra weight and bigger profile take a small toll on fuel economy, but the V still got an excellent 41 mpg overall in our tests. Despite lower gearing, the electric motor and engine have to work fairly hard, especially when the car is loaded. It drives similarly to the standard Prius, but handling isn't exactly agile. A chair-like seating position, low sills, and big windows combine to make the Prius V feel open and airy. The standard backup camera is a welcome feature. A weight-saving plastic moonroof is optional.

REDESIGN/FRESHENING: 2012. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Prius V									
	06	07	08	09	10	11	12	13	14	15
Engine, Major							●	●	●	●
Engine Minor							●	●	●	●
Engine Cooling							●	●	●	●
Trans. Major							●	●	●	●
Trans. Minor							●	●	●	●
Drive System							●	●	●	●
Fuel System							●	●	●	●
Electrical							●	●	●	●
Climate System							●	●	●	●
Suspension							●	●	●	●
Brakes							○	●	●	●
Exhaust							●	●	●	●
Paint/Trim							●	●	●	●
Noises & Leaks							◓	●	●	●
Body Hardware							●	●	●	●
Power Equip.							◓	●	●	●
In-Car Electr.							◓	◓	◓	●
USED CAR VERDICTS							●	●	●	○
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	-
2011	-
2012	$17,600 - $17,600
2013	$19,600 - $19,600
2014	$22,200 - $22,200
2015	$24,800 - $24,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	—	—	—
2011	—	—	—
2012	Good	NT	NT
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	NT	NT

Toyota RAV4

SPORT-UTILITY VEHICLE

The RAV4 delivers carlike agility, excellent brakes, easy access, and good fuel economy. The 2006 redesign brought more space, an available third-row seat, and a V6. The V6 averaged 22 mpg in our tests while the four-cylinder got 23. A 2013 redesign offered just a 2.5-liter four-cylinder and six-speed automatic, which returned 24 mpg overall. Handling is nimble and secure, although the ride is firm. The cabin features clear, intuitive controls but some cheap details are apparent. The redesign also did away with the awkward side-hinged rear gate, replaced by a more convenient top-hinged hatch. The spare tire moved off the rear gate and now resides in a well beneath the cargo floor, formerly occupied by an optional third-row seat that few bought and was discontinued.

REDESIGN/FRESHENING: 2006, 2013. **SAFETY EQUIPMENT:** ABS standard. ESC standard. Side and head protection air bags available, standard from 2007. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota RAV4									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	○	◓	◓	●	●	●	●	●	●	●
Engine Minor	○	○	○	●	●	●	●	●	●	●
Engine Cooling	◓	○	◒	◓	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	◓	●	●	●	●	●	●	●	●	●
Drive System	◒	○	○	○	●	●	●	●	●	●
Fuel System	◓	○	●	◓	◓	●	●	●	●	●
Electrical	●	○	◓	●	●	●	●	●	●	●
Climate System	●	●	●	●	●	●	●	●	●	●
Suspension	◒	◒	○	○	◒	◓	●	●	●	●
Brakes	○	○	○	○	○	◓	○	●	●	●
Exhaust	●	○	◓	●	●	●	●	●	●	●
Paint/Trim	●	◓	◓	◓	◓	●	●	●	●	●
Noises & Leaks	◒	○	○	○	◓	◓	◓	◓	◓	●
Body Hardware	●	●	●	●	●	●	●	●	●	●
Power Equip.	●	●	●	●	●	●	◓	◓	●	●
In-Car Electr.	◓	◓	◓	◓	◓	○	◓	◓	◓	●
USED CAR VERDICTS	○	○	○	◓	●	●	●	◓	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$8,400 - $10,900
2007	$9,400 - $12,100
2008	$10,600 - $13,400
2009	$12,100 - $15,800
2010	$13,600 - $17,700
2011	$16,000 - $20,600
2012	$17,700 - $23,200
2013	$20,400 - $25,900
2014	$22,200 - $27,900
2015	$24,100 - $30,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	●/●
2007	Good	●/◓	●/●
2008	Good	●/◓	●/●
2009	Good	●/◓	●/●
2010	Good	●/◓	●/●
2011	Good	◓/◒	●/○
2012	Good	◓/◓	●/●
2013	Good	◓/◓	●/●
2014	Good	◓/○	●/●
2015	Good	◓/◓	●/●

Toyota Sequoia

SPORT-UTILITY VEHICLE

The Sequoia is based on the Tundra pickup and shares its refined V8 powertrain. This big SUV has an available full-time 4WD system, as well as a third-row seat to accommodate up to eight passengers. While roomier than the Land Cruiser, it doesn't ride as comfortably and has a less sophisticated 4WD system. In 2008 the Sequoia was redesigned on the renewed Tundra platform. A six-speed automatic and 5.7-liter V8 were added. This combo returned 15 mpg overall in our tests. The roomy third-row seats fold flat into the floor. The 4.7-liter V8 was replaced by a 310-hp 4.6-liter in 2010. This model rides better than the old Sequoia but still feels truckish, and handling is clumsy. A monster 381-hp, 5.7-liter V8 was also available, producing very quick acceleration. Fuel economy is respectable for its class, but overall it isn't great.

REDESIGN/FRESHENING: 2001, 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags available, standard from 2008. **DRIVE WHEELS:** Rear or selectable 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Sequoia									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●		●	*	●	●	●	*
Engine Minor	●	●	●		●	*	●	●	◓	*
Engine Cooling	●	●	◓		●	*	●	●	●	*
Trans. Major	●	●	●		●	*	●	●	●	*
Trans. Minor	●	●	●		●	*	●	●	●	*
Drive System	●	○	●		●	*	●	●	●	*
Fuel System	◓	●	●		●	*	●	●	●	*
Electrical	●	●	●		●	*	●	●	●	*
Climate System	●	◓	●		●	*	●	●	●	*
Suspension	◓	◓	●		○	*	●	●	●	*
Brakes	◓	◓	◓		○	*	●	●	●	*
Exhaust	●	●	●		●	*	●	●	●	*
Paint/Trim	◓	●	●		●	*	●	◓	●	*
Noises & Leaks	◓	◓	●		○	*	◒	◓	○	*
Body Hardware	●	●	◓		●	*	●	◓	●	*
Power Equip.	○	◓	◓		●	*	●	●	●	*
In-Car Electr.	●	◓	◒		●	*	●	◓	◒	*
USED CAR VERDICTS	●	●	●		●	*	●	●	●	*
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$10,200 - $15,000
2007	$13,100 - $18,200
2008	$16,100 - $27,600
2009	$17,800 - $31,000
2010	$21,400 - $35,100
2011	$27,300 - $42,400
2012	$31,000 - $48,300
2013	$34,100 - $52,500
2014	$37,400 - $56,300
2015	$41,600 - $60,800

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	NT	NT
2008	NT	●/◓	NT
2009	—	—	—
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Toyota Sienna

MINIVAN

The Sienna has always had a quiet, composed ride and refined powertrains. The front- and middle-row seats are comfortable; the third row is hard to access. Cargo space in earlier models was less generous than in larger competitors. Fuel economy from the smooth, strong V6 was a relatively good 19 mpg. Handling was responsive and secure but less agile than the Honda Odyssey. AWD models came with run-flat tires for a time but they were said to be prone to fast wear. The 2011 redesign has some good points but interior quality and noise isolation took a step backward. The 3.5-liter V6 is lively and returns a respectable 20-mpg overall in our tests, while the AWD version sacrifices just 1 mpg.

REDESIGN/FRESHENING: 2004, 2011, 2015. **SAFETY EQUIPMENT:** ABS standard. ESC available, standard from 2008. Side air bags standard. Head protection air bags standard. **DRIVE WHEELS:** Front. AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Sienna									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	○	○	◓	●	●	●	●	●	●
Engine Cooling	●	◓	●	●	●	●	●	●	●	●
Trans. Major	●	◓	●	●	◓	●	●	●	●	●
Trans. Minor	●	●	◓	●	●	●	●	●	●	●
Drive System	◓	◓	◓	◓	●	●	●	●	●	●
Fuel System	●	◓	◓	◓	●	●	●	●	●	●
Electrical	●	●	●	●	●	●	●	●	●	●
Climate System	◓	○	○	◒	◓	◓	●	●	●	●
Suspension	○	○	◒	◒	○	◓	●	◓	●	●
Brakes	◓	○	○	◓	●	◓	●	●	●	●
Exhaust	●	●	●	◓	●	●	●	●	●	●
Paint/Trim	◓	○	◒	◓	◓	◓	◓	◓	●	●
Noises & Leaks	◓	○	◓	○	◒	○	○	◒	○	●
Body Hardware	●	●	◒	◓	○	○	○	●	●	●
Power Equip.	◓	◓	◓	○	◓	○	◓	●	●	●
In-Car Electr.	○	◒	●	○	○	○	◓	◓	◓	●
USED CAR VERDICTS	◓	○	○	◓	○	◓	●	◓	●	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$7,400 - $12,100
2007	$8,800 - $13,900
2008	$10,100 - $15,900
2009	$12,800 - $20,300
2010	$14,200 - $23,500
2011	$16,400 - $26,700
2012	$18,700 - $29,500
2013	$21,100 - $31,300
2014	$23,700 - $34,000
2015	$27,000 - $42,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	●/●
2007	Good	◓/●	●/●
2008	Good	◓/●	●/●
2009	Good	◓/●	●/●
2010	Good	◓/●	●/●
2011	Good	●/◒	●/●
2012	Good	●/○	●/●
2013	Good	●/○	●/●
2014	Good	●/○	●/●
2015	Good	●/◓	●/●

Toyota Tacoma

PICKUP TRUCK

The compact Tacoma pickup has been a reliable but hard-riding workhorse. It holds its value surprisingly well, making bargain-priced used ones hard to find. Two four-cylinder engines are offered, along with the more desirable 3.4-liter V6. The ride is pretty terrible, bucking and jittering constantly on anything but smooth pavement. Stopping distances are long on models without antilock brakes. The cabin's high floor and low roof make access tricky and compromise the driving position. Later models offered a 4.0-liter V6, which provided strong performance and competitive fuel economy. But the ride was still stiff and the driving position uncomfortable. Payload capacity is relatively small, but the TRD-equipped trucks are excellent off-road.

REDESIGN/FRESHENING: 2005. **SAFETY EQUIPMENT:** ABS standard. ESC available, standard from 2009. Side and head protection air bags available, standard from 2009. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Tacoma									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	●	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	◓	●	●	●	●	●	●	●	●
Trans. Minor	◓	●	●	◓	●	●	●	●	●	●
Drive System	○	◒	○	◓	◒	●	●	●	●	●
Fuel System	◓	●	●	●	●	●	●	●	●	●
Electrical	●	●	●	●	●	●	●	●	●	●
Climate System	◓	◓	◓	◓	○	◓	●	●	●	●
Suspension	○	○	○	◒	○	●	●	●	●	●
Brakes	◓	◓	◓	◓	●	●	◓	●	○	●
Exhaust	◓	●	●	●	●	●	●	●	●	●
Paint/Trim	◒	○	◓	◓	●	●	●	◓	●	●
Noises & Leaks	◓	◓	◓	◓	○	◓	◓	○	◓	◓
Body Hardware	◓	●	◓	●	●	●	●	●	●	●
Power Equip.	◓	◓	◓	○	○	◓	●	●	●	●
In-Car Electr.	◓	◓	●	◒	○	●	●	●	◓	●
USED CAR VERDICTS	◓	◓	◓	◓	◓	●	●	◓	●	○
NEW CAR PREDICTION	New									

PRICES

2006	$8,400 - $17,100
2007	$9,700 - $19,700
2008	$10,700 - $21,300
2009	$12,100 - $23,000
2010	$13,800 - $25,300
2011	$15,400 - $26,500
2012	$17,100 - $27,800
2013	$18,700 - $29,800
2014	$20,000 - $31,500
2015	$24,200 - $35,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	●/●	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/◒	◓/●
2012	Good	◓/○	◓/●
2013	Good	◓/○	◓/●
2014	Good	◓/○	◓/●
2015	Good	◓/○	●/●

Toyota Tundra

PICKUP TRUCK

The original Tundra was smaller sized than the biggest from Detroit but it handled fairly well and had a comfortable ride and quiet cabin. The extended cab's rear bench is cramped. 2004 brought optional ESC and a true crew-cab. Updates for 2005 included a larger V8 and a new 4.0-liter V6. A redesigned Tundra arrived in 2007. This truck is a true full-size pickup, with three cab sizes and different bed lengths. Its 5.7-liter V8 is rewardingly powerful and the six-speed automatic very smooth and responsive. This combination produced a competitive 15 mpg. Off-road capability is impressive as is towing capacity. One nice touch is the easy-to-lift dampened tailgate.

REDESIGN/FRESHENING: 2000, 2007. **SAFETY EQUIPMENT:** ABS standard. ESC available, standard from 2007. Side and head protection air bags available, standard from 2007. **DRIVE WHEELS:** Rear or part-time 4WD.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Tundra									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	◓	●	●	◓	●	●	●
Engine Cooling	●	◓	◓	◓	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●
Trans. Minor	◓	◓	●	●	●	●	●	●	●	●
Drive System	◓	◒	○	◓	◓	●	●	●	●	●
Fuel System	◓	○	●	◒	◓	●	◓	◓	●	●
Electrical	●	◓	●	○	●	●	●	●	●	●
Climate System	●	●	●	●	●	●	●	●	●	●
Suspension	◓	●	●	◓	●	○	◓	◓	●	●
Brakes	◓	◓	◓	●	◓	○	◓	◓	●	●
Exhaust	◓	◓	●	●	●	●	●	●	●	●
Paint/Trim	◓	○	○	◒	◓	◓	●	◓	●	●
Noises & Leaks	◓	◓	●	●	●	●	◓	●	◓	◓
Body Hardware	◓	◓	●	●	●	●	●	●	●	●
Power Equip.	●	●	●	◓	●	◓	◓	●	●	●
In-Car Electr.	●	○	◓	●	◓	●	●	◓	●	●
USED CAR VERDICTS	●	◓	◓	○	●	●	●	◓	●	●
NEW CAR PREDICTION	Much better than average ●									

PRICES

2006	$8,300 - $16,200
2007	$10,500 - $24,400
2008	$11,900 - $26,900
2009	$12,800 - $29,500
2010	$14,100 - $31,100
2011	$16,100 - $33,900
2012	$18,000 - $36,600
2013	$20,200 - $41,600
2014	$22,400 - $43,700
2015	$27,100 - $49,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	NT
2007	Good	◓/◓	NT
2008	Good	◓/◓	NT
2009	Good	◓/◓	NT
2010	Good	●/●	NT
2011	Good	NT	NT
2012	Good	◓/○	●/●
2013	Good	◓/○	●/●
2014	Good	○/◓	●/●
2015	Good	◓/◓	●/●

Toyota Venza

WAGON

Difficult to classify, the Venza straddles the station wagon and SUV worlds. Some say it's an SUV for people who have grown out of SUVs. Assets include easy cabin access, a quiet interior, and a roomy rear seat. The rear hatch and large load floor aid cargo flexibility. The refined 3.5-liter V6 engine provides plenty of power and a respectable 20 mpg overall. A four-cylinder is also available. Handling is secure but the steering is short on feedback, hurting agility. The stiff, jittery ride is un-Toyota-like, and quasi-sporty styling impairs the view out. A rear camera helps when reversing, but its dashboard screen is very small. Updates for 2013 included more modern infotainment, changed exterior styling, and slightly improved interior finish. The Venza was discontinued after 2015.

REDESIGN/FRESHENING: 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Venza									
	06	07	08	09	10	11	12	13	14	15
Engine, Major				●	●	●	●	●	●	●
Engine Minor				●	●	●	●	●	●	●
Engine Cooling				◓	●	●	●	●	●	●
Trans. Major				●	●	●	●	●	●	●
Trans. Minor				●	●	●	●	●	●	●
Drive System				○	◓	●	●	●	●	●
Fuel System				●	●	●	●	●	●	●
Electrical				●	●	●	●	●	●	●
Climate System				●	●	●	●	●	●	◓
Suspension				○	◓	●	◓	●	●	●
Brakes				◒	○	◓	◓	●	●	●
Exhaust				●	●	●	●	●	●	●
Paint/Trim				○	◓	○	●	●	●	●
Noises & Leaks				○	◓	○	○	◓	○	●
Body Hardware				●	●	●	●	●	●	●
Power Equip.				●	●	●	●	◓	●	●
In-Car Electr.				◓	◓	◓	◓	◓	◓	○
USED CAR VERDICTS				◓	●	●	●	●	●	○
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	$14,300 - $17,900
2010	$15,500 - $19,400
2011	$16,600 - $21,100
2012	$18,000 - $25,400
2013	$19,700 - $28,800
2014	$22,500 - $31,600
2015	$26,300 - $35,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	◓/◒	●/●
2012	Good	◓/◒	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Toyota Yaris

SMALL CAR

The Yaris offers excellent fuel economy of 32 mpg overall in the sedan with the automatic transmission, and 30 in the hatchback. But that's about where the good news ends. The driving position with arms extended and legs bent is annoying, along with the center-mounted gauge cluster and the cheap fit and finish. Acceleration is adequate, but engine drone intrudes. At least the ride is compliant and handling is reasonably responsive and secure with ESC, though earlier models could be a handful. Redesigned for 2012, the reworked interior moved the speedometer from the center of the dash to the preferred, traditional position beyond the steering wheel. However, it remained rough and very Spartan with ho-hum handling and slow acceleration.

REDESIGN/FRESHENING: 2007, 2012. **SAFETY EQUIPMENT:** ABS and side air bags available, standard from 2009. Head protection air bags available from 2007, standard from 2009. ESC standard from 2010.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Yaris									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	●	●	*	*	*	*	*
Engine Minor	●	◓	●	●	●	*	*	*	*	*
Engine Cooling	●	○	●	●	●	*	*	*	*	*
Trans. Major	●	●	●	●	●	*	*	*	*	*
Trans. Minor	●	●	●	●	●	*	*	*	*	*
Drive System	●	◓	●	●	◓	*	*	*	*	*
Fuel System	●	●	●	●	●	*	*	*	*	*
Electrical	●	●	●	●	●	*	*	*	*	*
Climate System	◓	◓	●	●	◓	*	*	*	*	*
Suspension	●	○	●	●	●	*	*	*	*	*
Brakes	○	○	●	●	●	*	*	*	*	*
Exhaust	◓	◓	●	●	●	*	*	*	*	*
Paint/Trim	◒	◒	◒	○	○	*	*	*	*	*
Noises & Leaks	◓	○	●	●	◓	*	*	*	*	*
Body Hardware	◓	●	●	●	◓	*	*	*	*	*
Power Equip.	●	◓	●	○	○	*	*	*	*	*
In-Car Electr.	◓	●	●	●	◓	*	*	*	*	*
USED CAR VERDICTS	●	◓	●	●	●	*	*	*	*	*
NEW CAR PREDICTION	NA									

PRICES

2006	-
2007	$5,500 - $6,500
2008	$6,200 - $7,200
2009	$6,900 - $8,100
2010	$7,500 - $8,600
2011	$8,300 - $9,400
2012	$9,900 - $11,700
2013	$11,300 - $13,000
2014	$12,600 - $14,300
2015	$14,000 - $15,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	◓/◓	○/○
2008	Good	◓/◓	○/○
2009	Good	◓/◓	◓/◓
2010	Good	◓/◓	◓/◓
2011	Good	NT	NT
2012	Good	●/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Volkswagen CC

UPSCALE CAR

The CC, a four-door coupe version of the VW Passat, is enjoyable to drive, thanks to its agile and responsive handling and attractive cabin. But style trumps function here, with less interior space, worse visibility, and more difficult access than the regular Passat. It seats only four, limiting its practicality further. The taut ride is compliant and composed, particularly on the highway. The 2.0-liter turbocharged four-cylinder engine pulls strongly and returns 24 mpg; a 3.6-liter V6 and all-wheel-drive are optional. The bespoke interior is very well-finished, but some controls are awkward to use or hard to read. **RELATED MODELS:** Volkswagen Passat.

REDESIGN/FRESHENING: 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Front side and head protection air bags standard; rear side air bags optional. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS: Volkswagen CC	06	07	08	09	10	11	12	13	14	15
Engine, Major				★	●	★	●	●	★	★
Engine Minor				★	●	★	◓	●	★	★
Engine Cooling				★	○	★	●	●	★	★
Trans. Major				★	◒	★	●	●	★	★
Trans. Minor				★	●	★	●	●	★	★
Drive System				★	◓	★	●	●	★	★
Fuel System				★	●	★	○	●	★	★
Electrical				★	◒	★	●	●	★	★
Climate System				★	●	★	●	◓	★	★
Suspension				★	○	★	◓	◓	★	★
Brakes				★	●	★	◓	●	★	★
Exhaust				★	●	★	●	●	★	★
Paint/Trim				★	●	★	◓	●	★	★
Noises & Leaks				★	○	★	●	◓	★	★
Body Hardware				★	●	★	◒	●	★	★
Power Equip.				★	●	★	●	●	★	★
In-Car Electr.				★	●	★	○	◓	★	★
USED CAR VERDICTS				★	●	★	◒	◓	★	★
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	-
2007	-
2008	-
2009	$10,800 - $14,600
2010	$12,700 - $16,800
2011	$13,900 - $20,100
2012	$15,700 - $22,100
2013	$19,500 - $27,500
2014	$24,800 - $27,600
2015	$26,900 - $34,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	◓/◓	●/◓
2010	Good	◓/◓	●/◓
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Volkswagen Eos

CONVERTIBLE

The Eos convertible can be considered the successor to the Volkswagen Cabrio. It's a Jetta-based four-seater equipped with a folding metal hard top. One novel feature for a convertible is a built-in sunroof that can be opened when the hard top is closed. The seats are comfortable and interior fit and finish is impressive. Head-protecting curtain air bags are housed in the doors. Power comes from a 2.0-liter, turbocharged four-cylinder, with Volkswagen's responsive sequential-shift DSG transmission. A 3.2-liter V6 was available on 2007 to 2008 models. The manual transmission was dropped in 2012.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS: Volkswagen Eos	06	07	08	09	10	11	12	13	14	15
Engine, Major		●	●	★	★	★	○	★	★	★
Engine Minor		●	○	★	★	★	●	★	★	★
Engine Cooling		●	●	★	★	★	●	★	★	★
Trans. Major		◓	○	★	★	★	●	★	★	★
Trans. Minor		◒	◓	★	★	★	●	★	★	★
Drive System		●	●	★	★	★	●	★	★	★
Fuel System		●	●	★	★	★	◒	★	★	★
Electrical		○	○	★	★	★	●	★	★	★
Climate System		◓	◓	★	★	★	●	★	★	★
Suspension		●	●	★	★	★	●	★	★	★
Brakes		○	●	★	★	★	●	★	★	★
Exhaust		○	◒	★	★	★	●	★	★	★
Paint/Trim		◒	○	★	★	★	◒	★	★	★
Noises & Leaks		●	●	★	★	★	◒	★	★	★
Body Hardware		●	◒	★	★	★	●	★	★	★
Power Equip.		●	○	★	★	★	●	★	★	★
In-Car Electr.		◒	●	★	★	★	●	★	★	★
USED CAR VERDICTS		○	◒	★	★	★	●	★	★	★
NEW CAR PREDICTION	NA									

PRICES

2006	-
2007	$8,200 - $10,000
2008	$9,800 - $12,700
2009	$11,900 - $13,800
2010	$14,000 - $16,000
2011	$16,100 - $18,400
2012	$19,200 - $24,900
2013	$23,800 - $29,000
2014	$27,100 - $32,900
2015	$28,900 - $34,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Volkswagen GTI

SPORTS/SPORTY CAR

The GTI is a sporty version of the Golf. Since 1999, most GTIs have been powered by a turbocharged four-cylinder engine. Special limited-production R32 versions have a V6 and all-wheel-drive. These one-year-specials appeared in 2004 and again in 2008. An all-new and much-improved GTI arrived in 2006; a four-door version became available in 2007. A 2010 redesign brought more modest changes. The four-cylinder Golf R adds more power and all-wheel-drive. The GTI excels at combining everyday practicality with being fun-to-drive. It has a fairly civilized ride and is relatively quiet. The hatchback adds versatility. Fit and finish is very good and the seats are supportive and sporty, yet comfortable.

REDESIGN/FRESHENING: 2006, 2010, 2015. **SAFETY EQUIPMENT:** ABS standard. Head protection air bags standard from 2002. ESC available from 2002, standard from 2006. **DRIVE WHEELS:** Front. Optional AWD in 2004, 2008, 2013.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen GTI								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	◒	○	●	◓	●	★	●
Engine Minor	★	★	★	★	○	●	●	◓	◓	★	●
Engine Cooling	★	★	★	★	◓	●	●	●	●	★	●
Trans. Major	★	★	★	★	◒	●	●	●	●	★	●
Trans. Minor	★	★	★	★	●	◓	●	●	●	★	●
Drive System	★	★	★	★	○	●	◓	●	●	★	●
Fuel System	★	★	★	★	◒	●	○	◓	○	★	●
Electrical	★	★	★	★	●	●	◓	●	●	★	●
Climate System	★	★	★	★	●	●	◓	◓	●	★	●
Suspension	★	★	★	★	●	●	◒	●	●	★	●
Brakes	★	★	★	★	○	●	◓	◓	○	★	●
Exhaust	★	★	★	★	●	●	●	●	●	★	●
Paint/Trim	★	★	★	★	●	○	○	◓	●	★	●
Noises & Leaks	★	★	★	★	○	●	●	●	●	★	○
Body Hardware	★	★	★	★	●	○	○	●	●	★	●
Power Equip.	★	★	★	★	○	●	◓	○	○	★	◓
In-Car Electr.	★	★	★	★	●	○	○	●	◒	★	◓
USED CAR VERDICTS	★	★	★	★	●	●	●	●	●	★	○
NEW CAR PREDICTION	Average ○										

PRICES

2006	$5,900 - $7,300
2007	$8,200 - $8,800
2008	$9,300 - $14,900
2009	$11,100 - $11,600
2010	$13,300 - $13,900
2011	$15,300 - $18,000
2012	$17,400 - $19,900
2013	$19,600 - $22,100
2014	$21,900 - $25,200
2015	$24,000 - $27,500

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	NT	NT
2007	NT	◓/◓	●/●
2008	NT	◓/◓	●/●
2009	NT	◓/◓	●/●
2010	NT	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Volkswagen Golf, Rabbit

SMALL CAR

This hatchback version of the Jetta has long been solid, practical, and fun-to-drive. Versions with the diesel engine get great fuel economy, and they have among the lowest depreciation of any cars, making them very cheap to own. An up-level GTI trim line is the sporty version. For 2007, a redesigned Golf was renamed the Rabbit and supplied with a responsive but gruff and inefficient 2.5-liter five-cylinder engine. We found its handling agile and secure and the ride fairly comfortable. The Golf name returned with the impressive 2010 redesign. We got 38 mpg overall from the diesel. Interior quality improved and the car had responsive handling, supportive front seats, and a good ride. A wagon and a high-performance AWD Golf R were added to the 2015 redesign.

REDESIGN/FRESHENING: 2006, 2010, 2015. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. Head protection air bags standard. ESC available, standard from 2009. **DRIVE WHEELS:** Front. AWD starting from 2015.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Golf, Rabbit									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	●	●	★	◓	●	●	●	●	●
Engine Minor	★	◒	◓	★	●	◓	●	●	●	●
Engine Cooling	★	●	●	★	◓	◓	●	●	●	●
Trans. Major	★	○	●	★	●	●	●	●	●	●
Trans. Minor	★	◒	●	★	●	●	●	●	●	●
Drive System	★	○	●	★	●	●	●	●	◓	●
Fuel System	★	●	●	★	●	●	○	◓	●	◓
Electrical	★	◒	●	★	●	◓	●	◓	●	●
Climate System	★	●	●	★	◒	○	◓	◓	●	●
Suspension	★	●	◓	★	◓	○	◓	◓	●	●
Brakes	★	◓	◓	★	◒	◓	●	●	◓	●
Exhaust	★	◓	●	★	○	◓	●	◓	●	●
Paint/Trim	★	●	○	★	○	◓	◓	◓	●	●
Noises & Leaks	★	◒	◓	★	◓	○	◓	◓	○	◓
Body Hardware	★	●	◒	★	◓	○	●	◓	○	●
Power Equip.	★	●	◓	★	●	○	○	○	◓	◓
In-Car Electr.	★	●	◒	★	●	◓	◓	◓	○	◓
USED CAR VERDICTS	★	○	◓	★	○	○	○	○	○	●
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$4,400 - $7,800
2007	$5,700 - $6,300
2008	$6,500 - $7,200
2009	$7,700 - $8,800
2010	$9,600 - $14,800
2011	$10,600 - $16,000
2012	$11,900 - $26,900
2013	$13,100 - $30,100
2014	$16,400 - $21,500
2015	$18,400 - $34,300

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	◓/◓
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Volkswagen Jetta

SMALL CAR

The Jetta was long a bit of a jewel, a beautifully finished, sharp-handling premium small car. Normally aspirated and turbocharged four-cylinders, a gruff five-cylinder, a thrifty turbodiesel, and a punchy V6 engine have all been offered. Before its 2006 redesign, the backseat was particularly cramped, but the car rode beautifully. For 2006, the Jetta grew larger, and the base four-cylinder was replaced by a torquier but gruff five-cylinder. We tested a turbodiesel wagon with a manual and it averaged an impressive 36 mpg. The 2011 redesign brought a more spacious rear seat, but cheaper interior materials and handling that wasn't as crisp. The car has been improved gradually since then. A hybrid debuted in 2013, and got 37 mpg.

REDESIGN/FRESHENING: 2005, 2011. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard, available in rear. Head protection air bags standard. ESC available, standard from 2009. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Jetta									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	◒	◓	◓	◓	●	●	●	●	●	●
Engine Minor	◒	◒	○	○	◓	●	●	●	●	●
Engine Cooling	○	○	●	◓	●	●	●	●	●	●
Trans. Major	●	◓	●	●	●	●	●	●	●	●
Trans. Minor	◓	◓	◓	●	●	●	●	●	●	●
Drive System	◒	◒	○	◓	●	◓	●	●	●	●
Fuel System	●	◓	◒	●	●	●	◒	●	◓	◓
Electrical	○	●	◓	○	◓	●	●	●	●	●
Climate System	●	◓	○	◒	●	○	◓	◓	◓	●
Suspension	◓	◓	◓	◓	●	◓	◓	◓	●	●
Brakes	○	◓	○	○	◓	◓	◓	●	●	●
Exhaust	○	●	◓	○	◓	●	●	●	●	●
Paint/Trim	●	●	◒	○	◓	●	●	●	●	●
Noises & Leaks	○	◓	○	○	◓	◒	●	◓	○	◓
Body Hardware	●	◒	◒	◓	●	●	●	●	●	●
Power Equip.	●	◒	◒	◒	◒	○	○	◒	○	○
In-Car Electr.	○	●	◓	◒	●	◒	◓	○	◓	○
USED CAR VERDICTS	●	○	○	○	○	○	○	○	○	●
NEW CAR PREDICTION	Average ○									

PRICES

2006	$4,200 - $7,600
2007	$4,700 - $7,800
2008	$5,500 - $9,100
2009	$7,000 - $13,500
2010	$8,300 - $15,500
2011	$8,500 - $17,100
2012	$10,100 - $19,500
2013	$12,400 - $21,800
2014	$13,200 - $20,100
2015	$14,200 - $24,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	Good	◓/◓	●/●
2011	Good	◓/◓	◓/●
2012	Good	◓/◓	◓/●
2013	Good	◓/◓	◓/●
2014	Good	◓/◓	●/●
2015	Good	◓/◓	●/●

Volkswagen New Beetle, Beetle

SPORTS/SPORTY CAR

The New Beetle is a modern hatchback based on the Golf and styled like the VW Bug of yore. Even a convertible is available. We found the ride composed and handling fairly nimble, but the clownlike high roofline and forward windshield make it hard to block the sun. The rear is cramped, though the seats fold for increased cargo space. Various engines have been available, including an anemic base four-cylinder that was replaced by a gruff and thirsty Five; plus a couple of turbocharged four-cylinders and an efficient four-cylinder turbodiesel. The Beetle was redesigned for 2012, with a more normal driving position, but less nimble suspension.

REDESIGN/FRESHENING: 1998, 2012. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard. ESC standard. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Beetle									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	★	★	★	★		●	●	●	★
Engine Minor	●	★	★	★	★		●	●	●	★
Engine Cooling	◓	★	★	★	★		●	●	●	★
Trans. Major	●	★	★	★	★		●	●	●	★
Trans. Minor	◒	★	★	★	★		●	●	●	★
Drive System	●	★	★	★	★		●	●	◓	★
Fuel System	◓	★	★	★	★		◓	●	●	★
Electrical	◒	★	★	★	★		●	●	●	★
Climate System	●	★	★	★	★		●	●	●	★
Suspension	●	★	★	★	★		◓	●	●	★
Brakes	◓	★	★	★	★		●	◓	◓	★
Exhaust	◒	★	★	★	★		●	●	●	★
Paint/Trim	◓	★	★	★	★		●	◓	◓	★
Noises & Leaks	◒	★	★	★	★		●	●	○	★
Body Hardware	◓	★	★	★	★		●	○	○	★
Power Equip.	●	★	★	★	★		●	◒	◓	★
In-Car Electr.	○	★	★	★	★		●	○	●	★
USED CAR VERDICTS	○	★	★	★	★		◓	○	●	★
NEW CAR PREDICTION	Much worse than average ●									

PRICES

2006	$5,400 - $7,000
2007	$5,900 - $7,900
2008	$6,800 - $9,600
2009	$7,600 - $11,000
2010	$9,000 - $13,400
2011	-
2012	$13,200 - $16,300
2013	$15,000 - $22,400
2014	$15,900 - $23,700
2015	$17,700 - $25,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/○
2007	Good	◓/◓	●/○
2008	Good	◓/◓	●/○
2009	Good	◓/◓	●/○
2010	Good	◓/◓	●/○
2011	—	—	—
2012	Good	◓/◓	●/●
2013	Good	●/◓	●/●
2014	Good	●/◓	●/●
2015	Good	●/◓	●/●

Volkswagen Passat

FAMILY CAR

The Passat long had a comfortable, quiet ride, capable handling, and an interior that exuded quality. In 2006 the Passat was redesigned and grew larger. The 2.0-liter turbo four-cylinder got 24 mpg while the quicker, stronger 3.6-liter V6 got 22 mpg in our tests. The ride, though, wasn't as isolated as previously. Fit and finish remained excellent. The V6 and AWD were dropped in 2009, but that whole vintage suffered from below-average reliability.. The 2012 redesign brought lots of room front and rear but a step backward in fit and finish and lost some of its crisp European driving feel. VW has continued to make tweaks to the car, mainly replacing the thirsty five-cylinder with a responsive 1.8-liter turbo that returned 28 mpg overall in our tests. Handling is fairly agile and the cabin is quiet.

REDESIGN/FRESHENING: 2006, 2012. **SAFETY EQUIPMENT:** ABS standard. Side air bags standard; available in rear side from 2006. Head protection air bags standard. ESC available, standard from 2006.
DRIVE WHEELS: Front. AWD available until 2008.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Passat								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	◒	◒	★	◒		◓	●	●	●
Engine Minor	●	●	○	★	◒		●	●	●	●
Engine Cooling	◓	●	◓	★	●		●	●	●	●
Trans. Major	○	◓	●	★	●		●	●	●	●
Trans. Minor	○	○	○	★	●		●	●	●	●
Drive System	◒	●	◓	★	◒		●	●	●	●
Fuel System	●	●	◓	★	●		●	◓	◓	◓
Electrical	◓	◒	●	★	◒		●	●	●	●
Climate System	●	●	◓	★	◓		◓	◓	●	●
Suspension	◓	◒	●	★	●		◓	●	●	●
Brakes	◒	○	●	★	◓		◓	●	●	●
Exhaust	●	●	◓	★	●		◓	●	●	●
Paint/Trim	●	◒	◓	★	◓		●	●	●	●
Noises & Leaks	◒	◓	◓	★	◓		○	◓	◓	◓
Body Hardware	◒	○	●	★	●		●	◓	●	●
Power Equip.	●	●	○	★	◓		◒	○	◓	●
In-Car Electr.	●	●	●	★	●		◒	◒	◒	◒
USED CAR VERDICTS	●	●	○	★	●		◒	○	○	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$4,200 - $7,800
2007	$5,000 - $9,800
2008	$6,700 - $12,400
2009	$9,400 - $10,000
2010	$11,200 - $12,100
2011	-
2012	$12,100 - $19,600
2013	$13,700 - $22,100
2014	$15,300 - $24,500
2015	$17,200 - $26,000

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/◓
2007	Good	◓/◓	●/◓
2008	Good	◓/◓	●/◓
2009	Good	◓/◓	●/◓
2010	Good	◓/◓	●/◓
2011	—	—	—
2012	Good	●/●	◓/●
2013	Good	●/●	◓/●
2014	Good	●/●	◓/●
2015	Good	●/●	◓/●

Volkswagen Routan

MINIVAN

None of us liked the Routan when we tested it in 2009. It's really just a slightly tweaked and rebadged version of the dated Chrysler Town & Country minivan without the Town & Country's handy fold-in-the-floor second-row seats or swiveling captain's chairs. High points include a composed ride, a reasonably powerful 4.0-liter engine, and a quiet cabin. Handling is on the clumsy side, though, fuel economy is mediocre, and even the up-level engine lacks refinement. The power folding third-row seat and rear hatch operate slowly. It got the Chrysler freshening in 2011 and the new smooth and refined V6. 2014 models were sold to fleet only. **RELATED MODELS:** Chrysler Town & Country. Dodge Grand Caravan.

REDESIGN/FRESHENING: 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Routan								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION										

PRICES

2006	-
2007	-
2008	-
2009	$7,900 - $13,100
2010	$10,800 - $16,200
2011	$13,000 - $21,300
2012	$16,100 - $24,700
2013	$18,400 - $27,400
2014	$20,500 - $29,000
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

Volkswagen Tiguan

SPORT-UTILITY VEHICLE

The Tiguan did well in our tests. It's derived from the VW Golf and Passat and among small SUVs it bridges the gap between the less-expensive Honda CR-V and Toyota RAV4 and more upscale models like the Acura RDX. We liked the quiet cabin, roomy rear seat, and excellent fit and finish. Handling is agile and secure, and the ride is comfortable. The 2.0-liter, turbocharged four-cylinder engine delivers smooth and punchy performance and yielded 20 mpg overall in our tests. Front-wheel drive is standard, with all-wheel drive available. Adding a few desirable options could quickly jack up the price of a new one but it's unclear if that price premium carries over to the used-car market.

REDESIGN/FRESHENING: 2009. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Tiguan									
	06	07	08	09	10	11	12	13	14	15
Engine, Major				●	●	◓	◓	◓	⊙	★
Engine Minor				●	●	◓	◓	◓	⊙	★
Engine Cooling				●	◒	⊙	⊙	⊙	⊙	★
Trans. Major				⊙	◓	⊙	⊙	⊙	⊙	★
Trans. Minor				⊙	⊙	⊙	⊙	⊙	⊙	★
Drive System				◒	○	◓	◓	⊙	⊙	★
Fuel System				●	◒	●	●	○	⊙	★
Electrical				●	●	◒	⊙	⊙	⊙	★
Climate System				●	◓	◓	◓	⊙	⊙	★
Suspension				◓	○	⊙	◓	⊙	⊙	★
Brakes				◒	◓	○	○	⊙	○	★
Exhaust				⊙	⊙	⊙	⊙	⊙	⊙	★
Paint/Trim				◓	◓	⊙	⊙	⊙	⊙	★
Noises & Leaks				●	◒	○	◓	●	⊙	★
Body Hardware				◒	◓	◓	⊙	⊙	◓	★
Power Equip.				●	◓	◒	●	○	◓	★
In-Car Electr.				◒	●	○	◒	○	◓	★
USED CAR VERDICTS				●	●	◒	●	○	◓	★
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	$8,800 - $15,200
2010	$11,400 - $17,800
2011	$13,800 - $20,300
2012	$15,600 - $22,700
2013	$16,900 - $24,700
2014	$18,600 - $27,000
2015	$22,700 - $30,700

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	Good	⊙/⊙	⊙/⊙
2010	Good	⊙/⊙	⊙/⊙
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	◓/○	⊙/⊙
2014	Good	◓/○	⊙/⊙
2015	Good	◓/○	⊙/⊙

Volkswagen Touareg

SPORT-UTILITY VEHICLE

Debuting for 2004, the Touareg is a luxurious unibody SUV co-developed with the Porsche Cayenne. Unlike most car-derived SUVs the first-generation Touareg was an impressive off-roader. On regular roads the ride is compliant, though a bit jiggly at low speeds. The interior is very quiet. Handling is responsive but didn't shine at its limits. The cargo area is slightly smaller than the Passat wagon's and many controls are overly complicated. The 3.2-liter V6 gulps premium fuel and struggles to move the Touareg's 5,200-pounds, so acceleration feels lethargic. For 2005, the V6 gained 20 more horsepower, and a 3.6-liter unit replaced it in 2007. The 2011 redesign was a huge improvement: agile, solid, comfortable, and plush.

REDESIGN/FRESHENING: 2004, 2011. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Touareg									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	★	★	★	★	★	⊙	⊙	⊙	★
Engine Minor	★	★	★	★	★	★	⊙	⊙	⊙	★
Engine Cooling	★	★	★	★	★	★	⊙	⊙	⊙	★
Trans. Major	★	★	★	★	★	★	⊙	⊙	⊙	★
Trans. Minor	★	★	★	★	★	★	⊙	◓	⊙	★
Drive System	★	★	★	★	★	★	⊙	⊙	◓	★
Fuel System	★	★	★	★	★	★	●	◓	◓	★
Electrical	★	★	★	★	★	★	⊙	⊙	⊙	★
Climate System	★	★	★	★	★	★	⊙	⊙	⊙	★
Suspension	★	★	★	★	★	★	⊙	⊙	⊙	★
Brakes	★	★	★	★	★	★	◒	⊙	⊙	★
Exhaust	★	★	★	★	★	★	◓	⊙	⊙	★
Paint/Trim	★	★	★	★	★	★	⊙	⊙	⊙	★
Noises & Leaks	★	★	★	★	★	★	◓	⊙	⊙	★
Body Hardware	★	★	★	★	★	★	⊙	⊙	◓	★
Power Equip.	★	★	★	★	★	★	○	○	⊙	★
In-Car Electr.	★	★	★	★	★	★	●	◒	○	★
USED CAR VERDICTS	★	★	★	★	★	★	○	◓	○	★
NEW CAR PREDICTION	Average ○									

PRICES

2006	$8,800 - $16,600
2007	$10,600 - $19,300
2008	$13,100 - $24,500
2009	$15,600 - $21,600
2010	$18,900 - $25,000
2011	$25,100 - $36,700
2012	$27,200 - $39,800
2013	$29,400 - $43,600
2014	$32,500 - $46,100
2015	$35,500 - $49,200

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	◓/◓	⊙/⊙
2007	NT	⊙/⊙	⊙/⊙
2008	NT	⊙/⊙	⊙/⊙
2009	NT	⊙/⊙	⊙/⊙
2010	NT	⊙/⊙	⊙/⊙
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Volvo C30

SPORTS/SPORTY CAR

The Volvo C30 is a pleasant two-door, four-seat hatchback, but it isn't really engaging to drive. Power comes from a hardworking turbocharged 2.5-liter, five-cylinder engine that delivered a reasonable 25 mpg overall. The manual transmission shifts easily and smoothly. The ride is compliant, and the cabin is relatively quiet. We found the C30 to be neither as agile nor as exciting as competitors like the Mini Cooper or VW GTI. Passengers will find a relatively comfortable interior that works well even on the longest trips. It came equipped with standard curtain air bags; Volvo's blind-spot warning system was optional. 2013 was the final year for the C30.

REDESIGN/FRESHENING: 2008. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front.

RELIABILITY HISTORY	Volvo C30
TROUBLE SPOTS	06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	Discontinued

PRICES	
2006	-
2007	-
2008	$10,400 - $11,700
2009	$12,000 - $12,800
2010	$13,400 - $14,800
2011	$15,500 - $17,000
2012	$18,000 - $19,600
2013	$21,300 - $22,900
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	—	—	—
2015	—	—	—

Volvo C70

CONVERTIBLE

The C70 coupe has nicely weighted steering and good brakes. Its 2.4-liter turbo five-cylinder is very responsive in everyday driving, and was available with either an automatic or manual shift. Handling is capable and braking is good, but the ride is stiff. A convertible was also available, and was the only body style offered in 2004, the last year of production for this generation. A new C70 convertible with seating for four debuted for 2006, with a power-operated retractable hardtop and a turbocharged five-cylinder engine. Manual and automatic transmissions were again available. Handling is sound but the ride is a little stiff. The interior is well finished. The C70 features the standard assortment of Volvo safety features. 2013 was the C70's final year.

REDESIGN/FRESHENING: 1998, 2006. **SAFETY EQUIPMENT:** ABS and side air bags standard. Head protection air bags standard from 2006. ESC available from 2000, standard from 2006. **DRIVE WHEELS:** Front.

RELIABILITY HISTORY	Volvo C70
TROUBLE SPOTS	06 07 08 09 10 11 12 13 14 15
Engine, Major	NOT ENOUGH DATA TO RATE
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises & Leaks	
Body Hardware	
Power Equip.	
In-Car Electr.	
USED CAR VERDICTS	
NEW CAR PREDICTION	Discontinued

PRICES	
2006	$8,100 - $9,000
2007	$9,700 - $10,800
2008	$12,600 - $12,600
2009	$14,800 - $17,300
2010	$17,100 - $21,100
2011	$20,900 - $25,100
2012	$24,200 - $29,400
2013	$26,900 - $33,000
2014	-
2015	-

CRASH-TEST RESULTS			
Model yrs	Offset	Full frontal	Side
2006	Good	NT	NT
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	—	—	—
2015	—	—	—

Volvo S40/V50

SMALL SEDAN

The S40 sedan and V40 wagon debuted in the U.S. for 2000. These vehicles are the result of a joint venture between Volvo and Mitsubishi. They handled well in CR tests but didn't feel sporty, and the ride was stiff. Engine noise from the turbocharged Four was prominent. The front seats were firm and comfortable; the rear was cramped. A redesigned model debuted in mid-2004 and brought significant improvements over the original, including available all-wheel drive. Powertrains include a raspy five-cylinder engine and a stronger, turbocharged unit for the T5. The new one is roomier inside than the first generation. The V50 wagon is small but versatile inside. 2011 was the last year for the pair.

REDESIGN/FRESHENING: 2004. **SAFETY EQUIPMENT:** ABS and side and head protection air bags standard. ESC available, standard from 2007. **DRIVE WHEELS:** Front. AWD available

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo S40/V50 06	07	08	09	10	11	12	13	14	15
Engine, Major	NOT ENOUGH DATA TO RATE									
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate System										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
USED CAR VERDICTS										
NEW CAR PREDICTION	Discontinued									

PRICES

2006	$5,750 - $8,350
2007	$6,900 - $9,800
2008	$8,350 - $11,725
2009	$10,050 - $13,075
2010	$12,350 - $15,600
2011	$13,925 - $15,500
2012	-
2013	-
2014	-
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/●	●/●
2007	Good	◓/●	●/●
2008	Good	◓/●	●/●
2009	Good	◓/●	●/●
2010	Good	◓/●	●/●
2011	Good	NT	NT
2012	—	—	—
2013	—	—	—
2014	—	—	—
2015	—	—	—

Volvo S60

UPSCALE CAR

Introduced for 2001, the first-generation S60 sedan was more stylish than the boxy S70 it replaced, but rather disappointing overall. The ride, though better than the S70's, is still a bit stiff and jiggly, and handling is not really agile or sporty. With its 197-hp turbocharged five-cylinder engine, the 2.4T version provides fairly brisk acceleration. The higher-performance T5 doesn't feel as quick as its 247-hp rating would suggest. An AWD option arrived for 2002. The cabin is quiet, and the seats very comfortable, but the rear is cramped. The confusing audio controls were improved for 2005. A 2011 redesign made the S60 much nicer, with agile handling and a taut, steady ride. The standard T5 is pretty lively but the top-level T6 is quicker and more refined.

REDESIGN/FRESHENING: 2001, 2011. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC available, standard from 2007. **DRIVE WHEELS:** Front. AWD available.

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo S60 06	07	08	09	10	11	12	13	14	15
Engine, Major	★	◓	★	★		★	●	●	●	●
Engine Minor	★	●	★	★		★	●	●	●	●
Engine Cooling	★	●	★	★		★	●	●	●	●
Trans. Major	★	◓	★	★		★	●	●	●	●
Trans. Minor	★	◓	★	★		★	●	○	●	●
Drive System	★	◒	★	★		★	●	●	●	●
Fuel System	★	●	★	★		★	●	●	●	◓
Electrical	★	●	★	★		★	●	●	●	●
Climate System	★	●	★	★		★	●	●	◓	●
Suspension	★	●	★	★		★	◓	●	●	●
Brakes	★	◒	★	★		★	◓	●	●	●
Exhaust	★	●	★	★		★	●	●	●	●
Paint/Trim	★	○	★	★		★	◓	●	◓	●
Noises & Leaks	★	◒	★	★		★	●	◓	○	●
Body Hardware	★	◒	★	★		★	●	●	●	●
Power Equip.	★	●	★	★		★	○	◓	◓	○
In-Car Electr.	★	◒	★	★		★	○	○	◓	◓
USED CAR VERDICTS	★	◒	★	★		★	◓	○	○	◓
NEW CAR PREDICTION	Better than average ◓									

PRICES

2006	$5,700 - $8,900
2007	$6,700 - $10,700
2008	$7,800 - $9,700
2009	$9,400 - $11,100
2010	-
2011	$17,900 - $17,900
2012	$17,500 - $26,600
2013	$20,300 - $28,500
2014	$23,300 - $32,000
2015	$24,400 - $34,600

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	◓/◓	●/●
2007	Good	◓/◓	●/●
2008	Good	◓/◓	●/●
2009	Good	◓/◓	●/●
2010	—	—	—
2011	Good	NT	NT
2012	Good	●/●	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Volvo S80

UPSCALE SEDAN

Volvo's S80 flagship debuted for 1999 but was never a top contender in its class. It has lots of interior room, a comfortable ride, and fairly nimble handling. Some controls were awkward but somewhat improved for 2005. The standard engine was a fairly lively 2.9-liter inline six-cylinder. The turbocharged T6 offers quick and effortless acceleration. An AWD version with a turbo five-cylinder engine debuted for 2004. Only the underpowered five-cylinder remained for 2006. Volvo redesigned the S80 for 2007. The top trim got a V8 and AWD, while FWD models use a 3.2-liter six or a 3.0-liter turbo six. The rear seat is smaller than in the previous generation. Optional safety gear includes blind-spot warning and active cruise control.

REDESIGN/FRESHENING: 2007. **SAFETY EQUIPMENT:** ABS, side and head protection air bags standard. ESC standard from 2007.
DRIVE WHEELS: Front or selectable AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo S80								
	06	07	08	09	10	11	12	13	14	15
Engine, Major	★	●	★	★	★	★	★	★	★	
Engine Minor	★	●	★	★	★	★	★	★	★	
Engine Cooling	★	●	★	★	★	★	★	★	★	
Trans. Major	★	●	★	★	★	★	★	★	★	
Trans. Minor	★	◓	★	★	★	★	★	★	★	
Drive System	★	●	★	★	★	★	★	★	★	
Fuel System	★	●	★	★	★	★	★	★	★	
Electrical	★	◒	★	★	★	★	★	★	★	
Climate System	★	●	★	★	★	★	★	★	★	
Suspension	★	○	★	★	★	★	★	★	★	
Brakes	★	○	★	★	★	★	★	★	★	
Exhaust	★	●	★	★	★	★	★	★	★	
Paint/Trim	★	●	★	★	★	★	★	★	★	
Noises & Leaks	★	◓	★	★	★	★	★	★	★	
Body Hardware	★	●	★	★	★	★	★	★	★	
Power Equip.	★	●	★	★	★	★	★	★	★	
In-Car Electr.	★	●	★	★	★	★	★	★	★	
USED CAR VERDICTS	★	◓	★	★	★	★	★	★	★	
NEW CAR PREDICTION	NA									

PRICES

2006	$6,275 - $7,425
2007	$8,450 - $10,550
2008	$9,825 - $12,075
2009	$11,875 - $14,525
2010	$13,825 - $17,500
2011	$17,250 - $19,675
2012	$21,400 - $24,375
2013	$25,425 - $28,850
2014	$29,700 - $34,275
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/●	●/●
2007	Good	NT	NT
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT

Volvo V70/XC70

UPSCALE CAR

The V70 wagon was available with front or AWD, in addition to a sporty R model and an SUV-like raised wagon, the XC70 Cross Country. The standard five-cylinder engine was available with a turbocharger, which improved acceleration dramatically. In our tests of the XC70 Cross Country, the ride was stiff and unsettled, and handling was disappointing. The front seats provided excellent comfort. The large interior offered an optional third-row seat. The 2008 redesign dropped the third row. Engine choices included two six-cylinder engines: a base 3.2-liter and a turbocharged 3.0. Performance is adequate, but the XC70 averaged just 18 mpg. The V70 disappeared after 2010.

REDESIGN/FRESHENING: 2001, 2008. **SAFETY EQUIPMENT:** ABS and side air bags standard. ESC available, standard from 2007. Head protection air bags standard from 2001. **DRIVE WHEELS:** Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo V70, XC70									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	◓	●	●	★	●	●	★	●
Engine Minor	○	◓	○	●	◓	★	●	●	★	●
Engine Cooling	◓	●	●	●	●	★	●	●	★	●
Trans. Major	◓	●	●	●	●	★	●	◓	★	●
Trans. Minor	●	●	●	●	●	★	●	◓	★	●
Drive System	◒	◒	○	●	●	★	●	●	★	●
Fuel System	◓	●	○	●	●	★	◒	●	★	●
Electrical	○	◓	◓	●	●	★	●	●	★	●
Climate System	○	●	○	○	●	★	◒	●	★	●
Suspension	○	◒	◓	◓	◒	★	●	●	★	●
Brakes	○	◓	◓	●	●	★	●	◓	★	●
Exhaust	●	●	●	●	●	★	●	●	★	●
Paint/Trim	◓	●	◓	●	●	★	◓	●	★	◓
Noises & Leaks	◓	●	●	●	◓	★	●	●	★	●
Body Hardware	●	◓	◓	●	●	★	●	●	★	◓
Power Equip.	●	○	○	◒	◒	★	○	◓	★	◒
In-Car Electr.	○	○	●	○	◓	★	●	◒	★	◒
USED CAR VERDICTS	○	◓	○	●	●	★	○	○	★	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	$6,800 - $10,400
2007	$9,300 - $13,800
2008	$11,700 - $11,700
2009	$14,700 - $14,700
2010	$18,200 - $20,200
2011	$22,400 - $26,500
2012	$25,400 - $28,500
2013	$28,100 - $33,800
2014	$30,200 - $36,100
2015	$32,200 - $41,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	NT	●/●	●/●
2007	NT	●/●	●/●
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT

Volvo XC60

SPORT-UTILITY VEHICLE

The XC60 is a compact, upscale SUV that's pleasurable to drive but not as sporty as some competitors. The ride is a little stiff but handling is responsive and secure at its limits. The 281-hp, 3.0-liter turbocharged six-cylinder performs well, but fuel economy is mediocre at 17 mpg overall. A 3.2-liter six is also available. Most exterior noises are well suppressed. The cabin is attractively finished with high-quality materials and offers integrated child booster seats in the rear seat. The seats are well shaped and comfortable but rear leg room is a bit tight. A wide variety of advanced safety gears are offered.

REDESIGN/FRESHENING: 2010. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo XC60									
	06	07	08	09	10	11	12	13	14	15
Engine, Major					◓	○	●	●	●	●
Engine Minor					○	◒	●	●	◓	●
Engine Cooling					●	●	●	●	●	●
Trans. Major					●	●	●	●	●	●
Trans. Minor					●	●	◓	●	●	●
Drive System					◓	●	●	◓	●	●
Fuel System					●	●	◓	●	●	●
Electrical					○	●	●	●	●	●
Climate System					◓	◓	○	●	●	●
Suspension					◓	●	◓	◓	●	●
Brakes					○	●	●	●	●	●
Exhaust					●	●	●	●	●	●
Paint/Trim					○	●	◒	●	○	●
Noises & Leaks					◒	●	◓	◓	◓	●
Body Hardware					◓	●	○	●	○	●
Power Equip.					◒	○	◒	◒	◒	◓
In-Car Electr.					●	●	●	●	◓	◓
USED CAR VERDICTS					○	○	○	○	●	○
NEW CAR PREDICTION	Average ○									

PRICES

2006	-
2007	-
2008	-
2009	-
2010	$17,100 - $23,000
2011	$19,100 - $25,100
2012	$21,500 - $27,800
2013	$24,500 - $30,600
2014	$29,100 - $35,200
2015	$36,000 - $46,100

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	—	—	—
2007	—	—	—
2008	—	—	—
2009	—	—	—
2010	Good	NT	NT
2011	Good	●/●	●/●
2012	Good	●/●	●/●
2013	Good	●/●	●/●
2014	Good	●/●	●/●
2015	Good	●/●	●/●

Volvo XC90

SPORT-UTILITY VEHICLE

The XC90 SUV's best qualities include its flexible and comfortable interior, seven-passenger seating capacity, and long list of safety features. However, its high curb weight and underpowered engines detract from the driving experience. So-so fuel economy is another negative. The ride is fairly comfortable if a bit stiff, and handling is responsive and secure. The standard ESC works very well. A Yamaha-built, 4.4-liter V8 mated to a six-speed automatic brought significantly more power in 2006. For 2007 an adequately powerful 3.2-liter six-cylinder replaced the base five-cylinder engine; the V8 was dropped after 2011.

REDESIGN/FRESHENING: 2003, 2016. **SAFETY EQUIPMENT:** ABS and ESC standard. Side and head protection air bags standard.
DRIVE WHEELS: Front or AWD.

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo XC90									
	06	07	08	09	10	11	12	13	14	15
Engine, Major	●	●	●	*	*	*	*	*		
Engine Minor	●	◒	●	*	*	*	*	*		
Engine Cooling	●	●	●	*	*	*	*	*		
Trans. Major	◓	●	●	*	*	*	*	*		
Trans. Minor	◒	◒	●	*	*	*	*	*		
Drive System	◒	○	●	*	*	*	*	*		
Fuel System	○	●	◓	*	*	*	*	*		
Electrical	◓	●	◓	*	*	*	*	*		
Climate System	○	◓	●	*	*	*	*	*		
Suspension	●	◓	○	*	*	*	*	*		
Brakes	○	●	◒	*	*	*	*	*		
Exhaust	●	◒	◓	*	*	*	*	*		
Paint/Trim	◓	●	◓	*	*	*	*	*		
Noises & Leaks	○	○	●	*	*	*	*	*		
Body Hardware	●	●	●	*	*	*	*	*		
Power Equip.	○	◒	○	*	*	*	*	*		
In-Car Electr.	◓	◒	○	*	*	*	*	*		
USED CAR VERDICTS	○	◓	◓	*	*	*	*	*		
NEW CAR PREDICTION	New									

PRICES

2006	$7,200 - $10,300
2007	$8,700 - $11,700
2008	$12,000 - $16,800
2009	$14,600 - $23,000
2010	$18,000 - $24,200
2011	$20,900 - $27,700
2012	$24,400 - $29,100
2013	$28,800 - $33,300
2014	$31,300 - $35,500
2015	-

CRASH-TEST RESULTS

Model yrs	Offset	Full frontal	Side
2006	Good	●/◓	●/●
2007	Good	●/◓	●/●
2008	Good	●/●	●/●
2009	Good	●/●	●/●
2010	Good	●/●	●/●
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	—	—	—

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